



VINTAGE CHATTER



ORABANDON

CONTACTS

VMCCWA (Inc) is affiliated with the Vintage Motorcycle Club of U.K. (Inc)

THE VINTAGE CHATTER: is the official newsletter of The Vintage Motor Cycle Club of WA (Inc) A0750092T (VMCCWA). Copyright preserved except where stated.

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Dating Officer: 1931-Pre 1970: Maurice Glasson - 0410000617 - mvg50@bigpond.com

Dating Officer: 1970 on: Jeff Sanders - 0411750767 - sti22b@live.com.au

Machine appraisal:

contact any of the following officials to arrange a suitable time & place for machine eligibility inspections:

Keith Weller - Bushmead - 92742476,

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Librarian: Ken Vincent - 92932093 & Gary Tenardi

Club Regalia: Andrew Hobday - 0411358428 (leave message)

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Invigilator:

Meeting Registrar/Raffles: John Laurance

Unit Caretaker/Property: Andrew Hobday - 0411358428

Tearoom: Ian Patterson

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Wattle Grove Clubrooms: 265 Hale Rd Wattle Grove

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Club Postal address: P.O. Box 2268 High Wycombe, W.A. 6057

Club Unit: Unit 4, 4 Malcolm Road Maddington

Website: www.vmccwa.com/oilyrag



LIFE MEMBERS 1975 to present (Awarded for sustained service to the Club, listed in alphabetical order):

Deceased: Jack Berkshire, John Boyd, Ron Cherrington, Jim Clark, Bill Cowlin, Bert Holmes, Eric Langton, Ernie Legg, Charlie Lawson, Max Madill, Barry Makin, Ron Morrison, Ray Oakes, John Rock, Ern Serls, Peter Stocker & Jim Wallace

Current: Paul Armstrong, Murray Barnard, Chas Bayley, Ron Chave, Norman Chester, Frank Cocks, Jack Cunningham, Rex Edmondson, Brian Lawrence, May Makin, Terry McKie, John Moorehead, Bill Morrell, Shirley Morrell, Barry O'Byrne, Keith Perry, Ed Shekell, Ken Vincent, Dave Weeks, Keith Weller & Adrian White.



NEXT CHATTER: The next Chatter will be the March 2023 issue. Any contributions required by 23 Jan 2023 at the latest, thanks.

Big Shout Out to Keith Weller: Keith has retired from his role at the parts store after many years of dedicated service. I believe Keith will still rock up for coffee on Monday mornings. So many thanks Keith for your hard work on behalf of members.

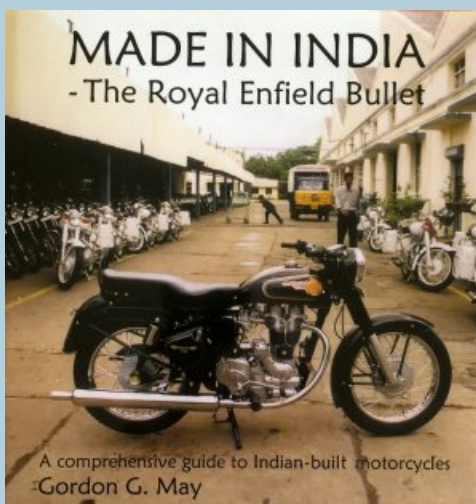


Code 404 Concession: The 404 Handbook has been updated. The appropriate handbook to refer to is the Oct 2022 Edition. It can be viewed on the Club website.

Most provisions are unchanged however the CMC & DoT has reiterated that 404 machines cannot be used on impromptu runs on consecutive days. An impromptu run must start and end on the same day. The Department of Transport considers that logging Impromptu Runs on consecutive days for the purpose of engaging in a motoring activity that is in effect a multi-day event is inconsistent with the intent of the Code 404 scheme and is not an acceptable practice. The CMC has been advised that the Department's auditing processes will include reviewing club run logs to identify any such unacceptable vehicle use.

Impromptu run bookings over consecutive days will be cancelled by the Club, as will single day bookings on consecutive or multiple days designed to avoid this requirement. Clubs can have their approved status cancelled by DoT if their members do not follow the rules. Protect the privilege.

New Library books this month: below - Royal Enfield in WW2. A copy of this book "Royal Enfield - A Proud Record" is in the online Tech Library as well). & Made in India - The Royal Enfield Bullet (2004).



Concessional Licences - Unfinancial members: The Department of Transport has requested that the CMC advise its member clubs that are approved for concessional licensing (being Code 404 and C4C) of the following information.

As you are aware, owners of concessionally licenced vehicles are responsible for ensuring their continued financial membership of an approved historic motoring club as a condition of the concession. Note that there is no 'grace period' allowed. It is the approved club's responsibility to advise the Department of Transport directly of any members with concessionally registered vehicles who become unfinancial. Clubs are to email advice of unfinancial members to DoT within 7 days: This advice is to include:

- * the name of the approved historic motoring club
- * the full name of the unfinancial member
- * the plate number of the concessionally licenced vehicle/s
- * the make & model of the concessionally licenced vehicle/s
- * the date that the member became unfinancial

The Department has also advised that its DVS Governance section is developing the auditing activity in which the first phase was demonstrated this past year. DVS Governance will make direct contact with individual clubs in the new year and annually thereafter, to initiate auditing of the various criteria related to the Code 404 & C4C (Code 350) concession schemes.

Advice of unfinancial members received from approved clubs will be retained by the auditors to be used during next year's audit. The Department's Concession section will continue to administer day to day concession business (application and status of vehicle concessions). Note: this applies to all machines registered through the Club for 404 & C4C.

If you become unfinancial on 31 December when fees are due, your unfinancial status must be reported to DoT within 7 days. Further full licence fees will have to be paid to DoT for the period you were unfinancial should you rejoin the Club or become financial.



Above: Les Vogiatzakis presented John Moorehead with his Life membership badge at the October Monthly Meeting.



Above Terry McKie presented with his Life member badge by Richard Argus

On behalf of the Clark family we would like to sincerely thank club members for your sympathy and support as we come to terms with the loss of Jim. Jim and I have been with the VMCC for many years with Jim's membership no. 96. During that time enjoyed wonderful friendships, been on fabulous events and runs put on by the club. We thank you for the donation made to the Lung Foundation Australia. In appreciation, Carol and the Clark family.



NOTES:

Check tyres
Check oil

Petrol
Keys

The **Old Iron Classic Motorcycle Show & Swap Meet** will be held at the Cannington Exhibition Centre on 19 March 2023.

The **Parts Store & Library** will be closed over Xmas. Closing from Monday Noon 12 Dec 22 and reopening Monday 16 January 23.

IHC Two Day Rally: To be held 11 Mar 2023 and 12 Mar 2023. Please direct any queries about the rally to Glenda Patterson on 0417018225 or Bert Sykes on 0400799947. Registrations closed within days of announcement of the event (limited to 200 entries). More information at this link: <https://ihc.wildapricot.org/event-4741551>

Events Trailer: The Management Committee has agreed to sell the events trailer and seek to buy a smaller trailer more appropriate to today's events. The existing trailer whilst well equipped is too heavy for most members to tow and is under-utilised. A lighter trailer will meet event needs as well as be suitable for backup use.

Hi, give yourself and the Membership Secretary a break and renew for 2023 early. Nothing ruins Mario's Xmas & New Year more than 100s of renewals during the holiday break, plus who wants to be recorded as unfinancial on 1 Jan 2023? The renewal form is on the Club website and on the Chatter cover sheet.



NENA SUMPTION - 22/8/1929. - 15/10/2022 - Very sad to record the death of Nena, wife of the late Cecil Sumption. Heaven can expect a bit of a shake-up when Nena and Cec are re-united! Our condolences to their friends and family.

JIM FORSTER. 104 not out! Jim's birthday, on the thirteenth of October, was very quietly celebrated at the Aegis Nursing Home, in North Perth. Only two visitors are permitted daily. I didn't have the opportunity to shake his hand as I left his favourite Miss Maude Black Forest cake, suitably signwritten, at reception. Fortunately, I'd been the previous day, to check out visiting, and had quite a chat with Jim. His recollection of last week is very vague, but get him onto his service in Dutch New Guinea and he remembers the slightest details, of fixing battle damaged Kittyhawks, often by the light of a kerosene lantern. All this was done on a diet of bully beef and biscuits, thanks to a bitterly remembered wharf strike, in Queensland. I left a Club card containing all the names of those who were keen to attend the party previously planned in Waikiki. Best I could do. Jim's available on the phone, in the Fitzgerald ward 9227 2900

VALE BERNIE MCCORMACK: Bernie lost his one sided battle with mesothelioma on 22 October 2022, passing away peacefully in Bunbury Hospital. We will remember Bernie, long time member of the Indian Harley Club, as Clerk of the Course for the annual Two Day Rally, delivering necessary announcements with his own brand of humour. An electrician by trade, he repaired dynamos and magnetos for Club members, charging only pocket money for his time and knowledge. A truly nice man, taken way too soon. Our heartfelt condolences to wife of 54 years, Zetta and family .

VALE JAMES ROBERT CLARK. 1937 - 2022: Jim Clark, it's not just a name, but it's what that name means to us, as members of the Vintage Motorcycle Club of Western Australia. Jim, the gentleman, such a nice guy, always up for an interesting chat, sometimes with quite strong views too. A man of talents. Jim didn't manage to secure a Cadetship in commercial art as a youth, but to judge by work he's produced, the world of that discipline was the loser. Jim's first powered two wheeler was a Lambretta, his transport as an apprentice carpenter. That was an excellent machine, well ahead of the British ride-to-work two strokes of the time. Enjoying this, Jim took a step forward by participating in the National Safety Council's Saturday courses at the Perth Markets. For two shillings you were taught to ride a big bike, loaned to the course by various dealers. Six weeks later, Jim earned his full licence. One of his instructors was John Rock.

That prompted the trusty Lambretta to be traded for a Matchless 500. Chum Taylor did the deal, as salesman for James Clay. After his three months National Service, the Matchless was replaced by a Triumph Speed Twin. Then came a 1938 Dodge. This made courtship easier - not many mothers liked seeing their daughters on the back of a motorbike. But the motorcycle bug had well and truly bitten, so Jim joined the Harley Club, and bought a 1951 alloy Matchless. As an occasional competitor, he did race in the last two Harley Scrambles, held on the famous Ropeworks course. The Dodge

made way for a 1954 Morgan, Jim's pride and joy for five years. His introduction to our Club came with a visit to a display, held in 1976 at the North Beach bus shed in Tuart Hill. He'd sold the alloy Matchy to a fellow in Carnarvon, and tried to buy it back, but the man had died, and the fate of the bike unknown, so he repurchased parts he'd sold to Peter Groucott, dugout all the spares he could find in his shed and spent the next few years building a 1952 Compy model. Jim then joined our Club, becoming member #96. A highlight of this was the 1983 tour of New Zealand, sharing accommodation with good friends John and Noreen Boyd, riding a 350 A.J.S., ultimately sold to Don Fawell. Jim drew a sketchbook/diary covering the event. These masterpieces were eagerly received by fellow riders, and our library has a copy.

Once home, Jim Wallace persuaded Jim to become editor of the "Chatter." Barry and May Makin took care of the production, and this team kept the Club informed the next eighteen years, an outstanding contribution. That, combined with his unstinting work for the Club in other areas, saw Jim awarded well deserved Life Membership. In 1990 the Boyds and Clarks rode the Don Bowden Overland Tour, on a 1944 Indian Chief outfit, kindly loaned by George Nunn. Jim since regretted not buying the bike. Another pictorial diary was given to appreciative fellow riders. Ray Oakes loaned Jim his B.S.A. Sloper outfit, and his Grindley V twin. This ignited Jim's passion for both styles of bike. As a carpenter, Jim built a beautiful sidecar, intending to hitch it to a 1937 Matchless, when a 1954 Golden Flash became available. The Flash suddenly found itself married to the sidecar, and has subsequently carried Jim and Carol all over the country. Next project was a rusted and decrepit 1930 Matchless V twin. With great help from fellow Clubman Ron Morrison's generosity and genius, the bike was reborn.

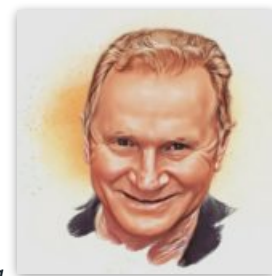
We've lost one of the early members of our Club. They set the ethos with their energy, passion and hard work. For this they should be ever remembered. Thanks, Jim. Rest In Peace, mate.

RAY LONG: Some of our older members will remember Ray as a fearless and talented short circuit competitor, riding a B.S.A. powered Kerr, product of long term Club member Kevin Kerr. Ray's ultimate success came with an Australian Title in 1969. Ray has suffered several health issues in recent times, but remains the guy he always was, complete with his sense of humour. Anyone who enjoys a bit of reminiscing about those days is welcome to phone Ray on 9454 6475.

GARY TENARDI: Gary unfortunately suffered a badly broken lower leg after hitting a log in the bush whilst riding his scrambler Ariel. Gary was sighted at Bean 2 Brook sharing pictures of his x-rays and wearing a moon boot.

JOHN LINTON: John was also seen at Bean 2 Brook wearing a moon boot after badly fracturing his ankle whilst walking around taking photographs and not seeing a ditch in front to him.

Club Events - Stephen Hills



APPROVED CLUB EVENTS - FOR ALL CLUB MEMBERS

Please note: members using fully licensed or 404 concessionally licensed machines can attend any of the events listed below (including monthly & section meetings) without logging their use. Members using C4C concessionally licensed machines must log all machine use. Concessional use is only for going to and returning from an event by the most direct route, as well participating in the event.

MONTHLY MEETING: Wattle Grove Clubrooms - 1st Weds of the month - 8pm

PARTS STORE/LIBRARY: The Parts Store & Library are open Monday mornings each week - 9am-11.30 am

COFFEE RUNS: Regular weekly events: Note: may be followed by a lunch run, contact organiser for details.

1. Northern Suburbs - 10am Wednesday at Two Rocks Shopping Centre- Jim Douglas
2. Eastern Suburbs - 10am Thursdays at Bean 2 Brook Cafe , Canning Rd, Pickering Brook - Stephen Hills
3. Southern suburbs - 10am Fridays - Pengo's Cafe, Shoalwater Bay. Organiser - Stephen Hills
4. Fremantle – 9am Saturdays – Meet at Tinsmith Cafe, 16 Stack Street Fremantle Organiser – Stephen Hills

CALENDAR EVENTS: Note: main events are normally held on the 3rd Sunday of each month.

December 4 2022 - Dam Early Run: Meet at the Wattle Grove club rooms from 7.00 am for tea & coffee, stands up at 8.00am, follow a route similar to the original run then return to Wattle Grove for Brunch. Back up will be provided. Contact Steve Hills 0413678604

December 26 2022 - Boxing Day BBQ: As usual a social gathering and an excuse for a ride. This is a self catering b.y.o breakfast, that means you! Bring your own eggs and bacon, etc. We will be at the lower weir below the dam Look out for the number 1 pump station Mundaring Weir Rd next to the O'Connor museum. There is good parking and toilets/bbq's. You are invited to attend on your bike or if under the weather let the family bring you by 4 wheels. We gather at the Weir from about 7.00-7.30am and it's usually over by 10.30-11.00 in time for an afternoon nap. It's all informal, no entry fee or fixed time table and due to the annual interest shown you are invited to come along. Any questions please call 0439 294 366 - Ken Vincent

2023

January 15 2023 - Chairman's Meet & Greet - Canning River Cafe, Kent St Weir Kent St & Queens Park Rd, Wilson. From 9.00am. Come and join our Chairman in this hidden gem next to the Kent Street Weir. Note: access to Kent St is difficult on Albany Highway when heading South, turn at George St W or come via Fleming Ave on Manning Road. Heading North on Albany Highway there is no problem. Contact Steve Hills - 0413678504

February 19 2023 - Roley TT: Ride through the Hills. Show you have what it takes to ride the Isle of Man at the speed limit! The TT run is approx. the length of a lap of the TT circuit. Great roads through the hills to Churchmans Brook Dam Bedfordale where refreshments and a BBQ will be available from the Club Events Trailer, available on site thanks to Stephen Hills. Assemble 9.00am, depart 9.30am, at the start line, which will be at Keith Weller's, 122 Bushmead Rd, Hazelmere. Plenty of parking for trailers. Contact: Murray Barnard 0434215665 ildottore@iinet.net.au

February 26 2023 - Old Forkers: Hosted by the Pre 31 section of the VMCCWA to highlight the section and display old and girder fork bikes. Short run about 45min, good for veterans. Start at the club grounds Hale Rd and return about 9.00 am for BBQ breakfast. All VMCC club bikes are welcome to come on the ride or just take in the display. Bring your oldest bike. The breakfast will be a \$5.00 donation. 7.30am for 8.00am start. Enquires Ken Vincent - 9293 2093 or 0439 294 366.

March 19 2023 - Old Iron Classic Motorcycle Show & Swap Meet: at the Cannington Exhibition Centre. Members registered to display machines at the Show may enter the Showgrounds on Saturday afternoon to unload their bikes. The grounds will be secured overnight and exhibition hall will be manned at all times. Alternatively entry is available from 6 - 8am on Sunday for members registered to display machines. Entry is free for members displaying machines. Entry for all other members will be through the public gate at 8am. Again, the club is seeking club eligible machines for display. To register machines for the display, register on the Club website or contact Murray Barnard via phone or email at 0434215665 or ildottore@iinet.net.au

Section Contact Details

PRE-31 SECTION: Chair: Ken Vincent - 92932093, Secretary : Art Woldan - 93303264, Treasurer: Jeff Sanders - 0411750767. Fees payable to BSB 036-087 - Acc 778468. Meet 4th Wednesday of the month. 7.30pm, Ken Marshal Room, Wattle Grove

POST 70 SECTION: Coordinator: Steve Hills - 0413678604. Meet 3rd Monday of the month, 6pm for meal, 7pm meeting - Clancy's Fish Pub, 51 Cantonment St, Fremantle

ALBANY SECTION: Chair: Lynton Morgan 0438447330, Secretary: Nigel Fiander – 0417997580. Meet 1st Thursday of the month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove.



It is that time again! The **Old Iron Classic Motorcycle Display and Swap Meet** is coming again to the Cannington Exhibition Centre on 19 March 2023. Club members are invited to display their machines.

For girder fork machines please advise Ken Vincent if you can display a machine/s. Please email Ken on bognorridge@yahoo.co.uk

For all other machines please notify Murray Barnard on ildottore@iinet.net.au if you can display a machine/s.

The theme for the 2023 Show is Two Strokes, so please bring any two strokes you have if at all possible. Otherwise bring what you have,

Please register early to assist in planning for this important Club event



19 March 2023

Register on the Club Website: It is as easy as pie -

<https://events.humanitix.com/old-iron-classic-motorcycle-show-and-swap-meet>

Past Events - 2022

ORABANDON

If you need to get something done, properly and promptly, ask someone busy to do it for you. So goes the time tested adage, and it's never been truer than the running of Orabandon 2022. Richard and Melissa Argus, and Mario and Cathy Cudini, all very busy people, hosted what was popularly hailed the best event ever.

Day 1 Thursday. Participants arrive in Kalgoorlie, follow directions to Richard's business and offload their bikes, whilst happily renewing acquaintance with others. Bikes are locked inside the secure premises, riders head to the Tower Motel, already booked at corporate rate. Shower and clean up, then off to The Irish Pub, places reserved, for the odd drink or two, and a rather noisy, but nice enough meal.

Day 2 Friday. 7am start, bikes are checked over, followed by the rider's briefing, then a 30 minute ride to Coolgardie Railway Station, for a very interesting talk by local historian Vic Dale. Then to Warden Finnerty's Cottage where another local historian gave us information about this beautiful and historic house, following which, we were served Devonshire Tea, delightful. We were assured there are no calories on holiday. Kambalda is a good hour's ride, on a sealed road which looks nice, but on an old bike, you learn the limits of your suspension. We test the lunch menu of the Kambalda Hotel, quite good (so was the cider), then a short ride to Red Hill Lookout. This offers lovely views of Lake Lefroy, the source of much gold, and there's plenty more to find, according to Richard. The lake is bright pink. The return leg to Kalgoorlie is a much nicer road surface, we head for the Super Pit where fellow Club member John Meneghini, who designed the pit, gave a talk. The pit produces just over 1 ounce of gold for each ton of material processed, twice that is produced through underground mining. The whole area is riddled with old underground workings, there's no knowing where they are, a very dangerous situation. We park our bikes at Richard's, clean up and gather at the Boulder Town Hall and War Museum, where Tim Cudini and Tim Moore give us a word picture of the town in World War 2, quite an unique situation due to the number of European and Asian gold diggers. The hall itself houses the most extraordinary piece of art I've ever seen. The stage curtain is huge, there's a nice scene in the centre which is flanked by luxurious shiny silvery curtain, which for all the world is three dimensional. We were urged to approach this, even right in front, it was layers of drapes. I had to actually touch it to convince myself it is one flat curtain, painted by English artist Goacher. Incredible. He painted eight such masterpieces, only two remain. The other is in America, both are literally priceless. A nice meal at the nearby Albion Hotel ended a wonderful day. It's so good to see people taking interest in the history of the area, there's plenty of it. We all slept well!

Day 3 Saturday Similar start as previous days, we leave for Hammond Park, an exceptionally nicely laid out and maintained public park, makes me wonder how the grass is so green,

though it's still only spring. We are greeted with a cooked breakfast, fruit, tea, coffee, the lot. What a nice start to the day, well done! The following ride to Ora Banda takes under an hour to arrive at the Argus family home. Richard is full of information and anecdotes. He family sought gold and bred Merinos. I found the latter surprising, given the nature of the countryside, but apparently the local vegetation produces the very finest wool. They show a picture of a card table covered in nuggets, which on one unforgettable day, took only "a couple of hours" to find, many years ago.

There's a tap in the back yard which signifies the outermost end of the Kalgoorlie Pipeline. We were also spoiled with scones, jam and cream, all without calories. Remarkable! Argus Senior was Chairman of the local Roads Board (now called the shire), and among other things, was appalled by the one hundred tons of wood every day required to heat the water condenser supplying the district. He stopped the wholesale destruction of this significant Mediterranean woodland.

The Broad Arrow Tavern is less than half an hour back toward Kalgoorlie, though some had a lucky escape. A yob in a Ute was observed doing doughnuts on one gravel crossroad, which sprayed the stuff all over the tarmac. Idiot. The tavern is notable in that every flat surface, walls, ceilings bars toilets, has been graffitied with names. I looked for a space, really there was none, and anyhow, we didn't have a texta. Must get Richard to provide one next time! They thought of everything else. Lunch was better than you'd expect, ditto the cold beverages. Then back to Kalgoorlie, with a stop at the Mt Charlotte Reservoir. We were privileged to then visit the private bike collection of Bob Pinner. It's a varied lot, Bob just likes old bikes, they ranged from B.S.A. C11 to an "as raced" Manx and Matchless G50, probably forty machines.

Dinner that night was at the famous seafood buffet at the Overland Motel, it's fame is justified, though it was cut off quite early.

Some misguided soul had appointed George Loverock to dish out fines for perceived misdemeanours, this gave him licence to make up all sorts of untruths about innocent members. His charming wife Val assured me this was George's idea of humour; she said most of the story he'd written from their U.S.A. trip, especially that which pertained to Val, was pure fiction. We enjoyed a good laugh about it all though. Thanks George!

We'll keep an eye out for your first full length novel.

DAY 4 Sunday. Red Dust Revival. In keeping with the superb organisation we'd already been given, our hosts had chosen to hire a couple of mini buses to take us to the vast, flat, treeless red dust circuit. Also they'd given us details of pre-purchasing tickets. The ride out there would have been just a ride, but our bikes would have been smothered in red dust. Thanks guys! The event itself featured eighty cars and forty motorbikes, and we were allowed to wander through the pits, admiring the eclectic collection of old machines, and the ingenuity required to transform a bread-and-butter sedan into a race car. Club member Brian Rodwell crashed his bike last time out there, so

his wife issued an edict he'd only go there again on four wheels. He managed to find and fettle a mid twenties Durant, good effort. Greg Eastwood rode an early A.J.S., rider and bike barely recognisable under a generous coating of dust. An enduring memory is of two spindly single cylinder veterans chasing each other, throttles nailed, flying along at surprising speed, making the most delightful noise.

Naturally our hosts provided a gazebo, chairs, tables, fruit, sandwiches, cake, tea, coffee and juice for lunch. Is there any limit to their collective energy? What a day! Dinner that night was at the Tower Hotel, where we all gathered to "swap tall tales, with occasional exaggerations," to quote Richard.

DAY 5 Monday We gathered at the workshop and loaded our bikes. Breakfast was then provided, bacon and eggs with all the trimmings, an appropriate last gathering for exchanging phone numbers and saying farewell until next year. What a store of memories we all took home. Also noteworthy, the organisers had ordered and received perfect weather for the whole weekend.

THANK YOU Richard, Melissa, Mario, Cathy, and all those who contributed. Your blood's worth bottling!

Adrian White

(Photos by Cathy Cudini)





A Return to Ora Banda

*There were rumours in the Goldfields,
emails being sent around, On their way
were city folks, a most peculiar bunch.*

*They planned to ride these lands where
gold lies underground; But, now were
stopped at Southern Cross for lunch
Talking of riding their mighty steeds under
clear September skies, But now to choose
a cappuccino or perhaps a mere flat white,
Gazing outside upon beloved fours, their
singles, twins and tri's. Hoping like heck
they'd survive the rides to finish each day
upright.*

*Impatiently they've waited for this one day
in September. They've each packed a
helmet, gloves and jacket
And set off from places that I cannot
remember with classics like an old H1
with its two - stroke racket.
In ragged convoys they've headed east,
bikes on trailers towed. To stop along the
way for yet another chat
For fuel, a break or just to check their
loads. But to enjoy it most when strangers
say, "My Dad had one like that!"*

*And when the journey's done, they park
the bikes in tidy rows, They caress and
polish them until they look sublime,
Then spot an old mate's project and ask
him how it goes, "Oh, it's alright but may
shit itself, it does that from time to time!"
With the bikes all tidied up, gleaming and
safely stowed, They head off to the Palace
for a chat around the bar*

*To bullshit about the past; eager to hit the
road. Six hundred kays travelled today
now doesn't seem so far.*

*A bloke named Argus had cooked up this
unlikely scheme. He hailed from Ora
Banda, a sixties farm – raised lad,
Riding farm bikes then but with a future
dream, Of riding an old BSA there; the A10
of his Dad.*

*A few mates and his wife had said that
they would lend a hand, But it was Argus
and his ever-stubborn ways,
Turned that wistful dream into a cast iron
plan. He'd restore that old A10 and relive
those early days.*

*And soon his Dad's old bike, plus a dozen
of its peers, Began to fill the spaces in his
shed.*

*But mates brought in their bikes with
damage of the years, Took up space and
time and then were fixed instead.
But his plan stayed true and around fifteen
years back when, After a Toy Run one
happy Saturday,
He'd get to ride with mates and steer that
old A10, North to Broad Arrow, up Ora
Banda way.*

*And once again they gather, to laugh, to
eat and natter, An assembly of sorts,
different but very much alike.
Ask them why they're here they say age
and gender doesn't matter, We're here for
many reasons; this is not just about the
bikes.*

*In coming days they'll ride across these
wide and sun – bleached lands, Tailed by
an army of supporters, each a volunteer.
Big hearted friends with capable and
willing hands. See the riders all declare,
God willing, they'll be back again next year.*

*So now let's look ahead; it's Kalgoorlie,
two thousand and fifty-one, A lass wheels
out a one-hundred-year-old A10.*

*Fifty times she's practised this, she knows
how it is done, She sets the choke, a
careful prime, kicks it hard and then...
It comes to life; she backs off the choke; it
all has drawn a crowd. But one old bloke
can't hold back and ambles to her side.
"Well done love. You're going well. I am
so very proud, On this bike one hundred
years ago, your great grandad did this
ride."*

*"I'll look after it" says she. "I know it's the
only one." he cries and hugs him 'til he can
hardly bear it.*

*"That's okay," old Argus says "Now be off
and have some fun. But don't forget," he
softly adds, "If you break it, you repair it!"
"One question Pop before I leave, please
tell me the way? To get from here to Ora
Banda? I can't recall for sure."
He smiles, "Just twist that throttle dear,
hang on and enjoy the day. The A10 knows
where to go, it's been there a hundred
times before!"*

Chris Donegan - October 2022



Coolgardie



Broad Arrow



Ora Banda



Lake Perkolilli



Organised by Stephen Hills, run from Mundaring to York and return. Great day and good turnout.



VCC RUN – SCARBOROUGH TO WHITEMAN PARK



Cold start of the day at Scarborough but nice out of the wind. BBQ with BMEC at Whiteman Park. Pics by Jim McGregor



The 2022 Gypsy Tour

The Frankland Valley

The 2022 Gypsy Tour began under a cloud, a rain depression to be precise. Rain, hail and cold temperatures threatened on the Friday, enough to scare some riders away. In fact, although wet on the Friday, Saturday and Sunday turned out fine for both run days. Too fine, in fact, as I ended up sunburnt by Sunday night! There was a good turnout on Saturday morning at Denmark with over 30 Gypsies in attendance for the Sixth Annual Gypsy Tour. Two members from Albany joined in as well, Bernie Wolfe and John Cord. Amongst the hardy Gypsies from the Metro area we had, Jacqui & I, Mario and Cathy Cudini, Andrew Hobday, Shane, Keith & Yanti Weller, Julia & Ken Foster, Steve Foster, Richard & Jessie Morrison, Lionel Rudd, Mitch & Sandy Kerr, Rhona Finnigan, Colin Hankinson, Richard & Melissa Argus, Jim Douglas and Li Huai, Simon McGrath, Henry & Toni McKenna, Chas & Karen Bayley, Bruce Kirk & Martin Robinson. We met up with Jeff Sanders in Walpole. Hope I didn't miss anyone.

Saturday we headed out with rain threatening, but it never eventuated. Nice ride to Duckett's Mill for morning tea, cheeses, chocolates and cake. Everyone loves it there so much it is hard to round everyone up to get moving. Off to Walpole and the road is most fun past Nornalup. Break for a snack for lunch at Walpole Cafe along with a lot of flies! Then we headed North out of Walpole and along the highlight of the day, the Frankland valley Road. Great road and nice scenery. Reformed at Bow Bridge and back to Denmark for dinner at the Denmark Tavern.

Sunday we rolled out of Denmark on a sunny day and headed to Bornholm to meet up with the Albany section. Combined we had a large group of machines and Club members..... 50 to 60 all told. We headed off for Mutton Bird Island and Stoney Hill lookouts and finally ended up at the Clubrooms on the shore of Princess Royal Harbour. After consuming a BBQ lunch, kindly prepared for us by the Albany Section, Paul Armstrong was presented with his well deserved Life Membership plaque and badge. *Murray Barnard - Photos by Cathy Cudini*





Mario & Cathy Cudini



Jacqui Thurgood , Mitch & Sandy Kerr



Shane, Yanti & Keith Weller



Jim Douglas & Li Huai



Karen Bayley & Toni McKenna



Henry McKenna & Chas Bayley



Melissa & Richard Argus



Ken & Julia Foster



Steve & Ken Foster

The 2022 Gypsy Tour



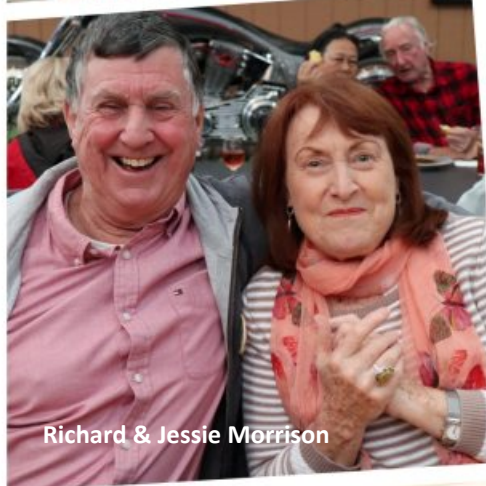
Rhona Finnigan & Jeff Sanders



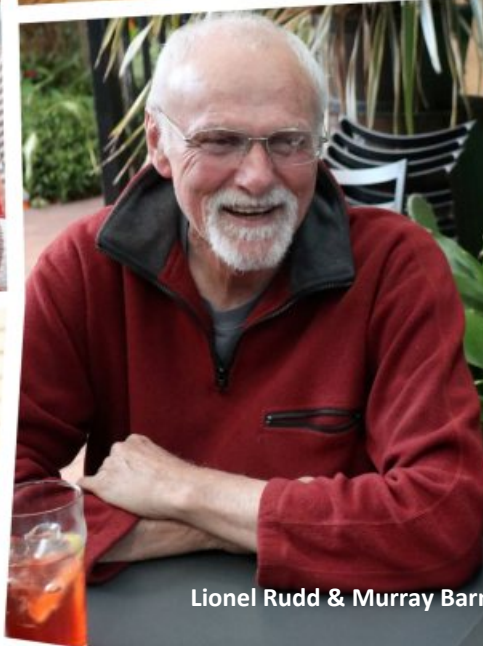
Colin Hankinson



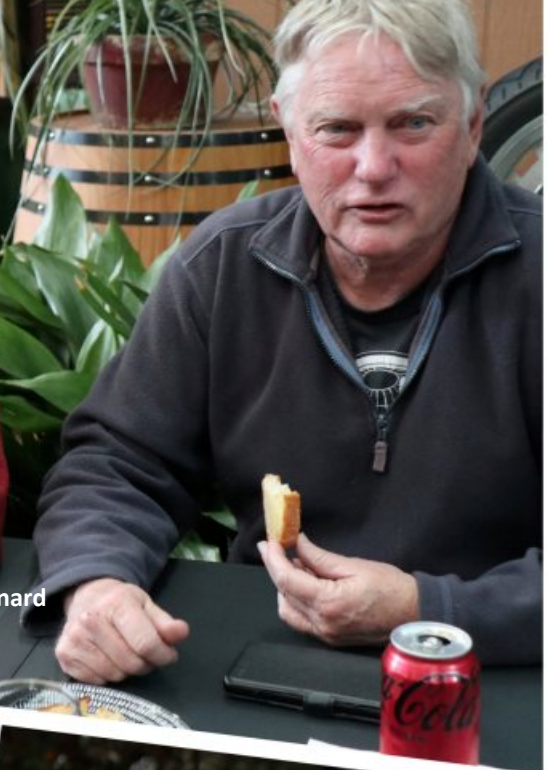
Bruce Kirk



Richard & Jessie Morrison



Lionel Rudd & Murray Barnard



Lloyd Elliot



Lynton Morgan



Nigel Fiander



The 2022 Gypsy Tour



Paul Armstrong presented with Life Membership



Life Members: Chas Bayley, Bill Morrell, Ed Shekell, Murray Barnard & Paul Armstrong



Cheryl Northcott, Noleen Bailey (pink hair), Pat Armstrong & Evie Bittner.

VMCCWA Annual General Meeting Minutes

ANNUAL GENERAL MEETING (AGM) OF THE VMCCWA

The 2022 AGM was held on the 2nd of November 2022 at the Wattle Grove Clubrooms commencing at 8pm.

AGENDA FOR THE AGM

1. Quorum achieved – 54 present (plus 20 proxy votes)

a. Microphone Usher: Bob Cary

b. Apologies: Colin Hankinson, Nic Montagu, Richard Argus, Henry McKenna & Clive Glands

c. Visitors: Peter Dutton, Kevin & Jill Barratt

d. Welfare report: Keith Perry has new ph. # 0450146086, Gary Tenardi broke his ankle when he dropped his scramble Ariel, Jim Foster turned 104yo. Delivered his favourite Black Forest cake to reception. Nena Sumption & Barrie McCormack have passed away, Details in Chatter.

e. New members - Jason Ross McKie rejoining, Beverley & Gregory Richard Evans, Cottesloe

Welcome: Richard Argus called away to Paraburdoo at short notice. Sends his apology. As a result tonight's AGM will be somewhat streamlined. Welcome given to two special visitors tonight, Frank Cocks, past President and Elliott Montagu, past Secretary. Frank Cocks was awarded with his Life Members badge.



Murray Barnard & Frank Cocks

2. Minutes of the Previous AGM have been online for 12 months and published in the Vintage Chatter in 2021. Seek ratification from the floor. Proposed: Jeff Sanders, 2nd Rob Rowe.

3. Committee Annual Report: Since Nov 2021 the Club has yet again weathered Covid restrictions at meetings and pulled through intact. A casualty of the restrictions in 2022 was Old Iron, but it is on again for 2023.

The Club finances are on a sound footing. The expenditure on the BSA collection has been recovered and Club members have accessed machines and projects at a fair price and the parts store replenished. The Mammoth Sale at the Maddington unit was a great success. So much credit has to go to Keith and Chas (& helpers) for sorting the collection and making it ready for sale. Thanks chaps.

The Club Committee has taken a longer term focus on the Club and a trust fund has been established which will identify and reserve funds, above and beyond regular admin costs, for longer terms aims such a building fund and any other amenities we may require.

The Maddington Unit continues to provide a useful utility for Club activities and committee meetings and improvements to the property are being sought through the strata management for fencing, repair of the road surfaces and mailboxes along with improved ground maintenance.

The Club has seen regular attendance at monthly events such as the Gypsy Tour, Keith's BBQ, Orabandon and the WA TT. The Gypsy Tour being a collegiate exercise with Albany is of special import. Orabandon a great success this year being timed to align with the Red Dust revival at Lake Perkolilli. All events take a great deal of work and event organisers deserve a show of support from Club Members.

The Pre31 Section has provided events for pre 1931 & 1949 machines. The Roaring 20s event being a favourite and well supported.

The Albany Section is very active, close knit and active in organising charity work including the Xmas toy Run in Albany. Well done. The Section is a credit to the club.

The Club website continues to evolve with the 404 log being revised to accord with DoT requirements should we be audited one day. A wealth of material is in the online Technical Library and it continues to grow. The facility has proven to be of great use to many members. Our Club website administrator regularly locates and uploads new material through the year. Any member with suitable material on machines is asked to bring it in for Murray to scan and make it available to members.

The website has recently been re-designed to improve access. Logging in, however, is still essential to protect club data.

After 5 decades a detailed Club History has finally been written. In this case an illustrated history relying on original sources. The focus is on the people of the Club not the administration. The

history is 400 pages alone. Another 100 page volume capturing the stories of Life Members has also been prepared. Two more volumes capture Motorcycle history features with a focus on WA. All volumes are on the Club website and can be read online or downloaded.

A quick look at the Chatter will tell you that many members provide a valuable service in keeping the Club functioning and in providing essential services. The Post 70 Section also often steps in to help with events and catering. Club officials are thanked for the work they do. They may get little recognition at times but they are not forgotten.

A feature during the year has been the popularity of the Café Runs which now populate the weekly calendar Wednesday to Saturday inclusive. The events are well attended and are beneficial in keeping members in touch from week to week. The Parts Store and Library being open on Mondays is another popular event.

The Management Committee extends thanks to all who have helped keep the Club active during the year and also to the members who have been enthusiastic, positive and good company. The good will expressed by members makes it all worthwhile. In closing it has been a sad year with the loss of some valued Club Members. It is always a hard to say goodbye but one consolation is that they were remembered and our sincere sympathy goes out to their friends and family members. On a brighter note, we look forward to 2023 and further enjoyable rides, company and shared adventures with friends and colleagues in the Club

4. Finance Annual Report – summary – Current assets: \$349,394 – Property: \$280,954 – Liabilities: \$4,688 – Net Assets: \$625,661 – General Reserve: \$33,000 – Sections: \$11,333 – Retained earnings: \$581,328 – Total equity: \$625,661 (Full report on Club website: vmccwa.com)

5. Office Holders of the club for 2023 elected: Chair - Les Vogiatzakis, Deputy Chair - Barry O'Byrne, Secretary - Richard Argus, Treasurer - Jim Douglas. All appointments unopposed.

6. Meeting agreed to nine General Committee positions for the next year.

7. General Committee members elected for the next year as follows: Communication - Murray Barnard, General Committee members - Stephen Hills, Neil Freeman and Jim McGregor. Appointed unopposed.

8. **Special Resolution** endorsed by the members: An amendment to the By-Law 15.0. Amendment proposes to remove requirement to "advertise in the Chatter" prior to an event and replace with "advice will be emailed to members" prior to the event. The current requirement is too restrictive when unforeseen changes to the calendar are required.

Amended by-law to read: *"All Club Events must be approved and recorded by the VMCCWA Management Committee. This is to ensure we meet with DoT requirements for 404 licensing. To be an approved Club event, the activity must be open to all Club members and where time permits, advertised in the Vintage Chatter. Amendments or new events, received at late*

notice, will be advised to all Club members with a registered email address prior to the event".

9. **Awards for Outstanding Service:** This is the first year that these awards have been made. The first award was made to Owen Page at the September 22 monthly meeting for his commitment, service and dedication over many years. Elliott Montagu and John Laurence were presented with their awards.

10. 2020 Life membership plaque presented to Ken Vincent

11. **Nominations for Life membership:** The following nominations received unanimous support from the Management Committee and the meeting: Keith Weller, Adrian White, Chas Bayley & Paul Armstrong. All nominees were presented with their life membership awards and badges. (Paul Armstrong's to be presented during the Gypsy Tour at Albany).

12. Annual Reports:

Pre 31 Section

The primary aims of the Pre 31 Section of the VMCCWA are to encourage the use and restoration of motorcycles made before 1931 whether vintage (1919 to 1930) or veteran made before 1919. We realise as the years march on the bikes made between 1931 and 1949 have been left behind with very few if any runs suitable for their much slower speed. We have over the past few years now offered runs solely aimed at giving them an outing. We have been calling these events "Old Hotel Run," to suit these older bikes. So please come and join us and get that forgotten era bike out of the shed and have some fun.

Meanwhile this year past has seen our Section slowly increase its membership. The Roaring Twenties and the Beverley re-enactment runs still have a great following. We lost our vintage display at the old bike show to Covid restrictions this year but hopefully plan to have a great display for next year. Thank you all who promised help and bikes. Thanks to all members who brought along their precious bike parts to discuss and display at our monthly meetings. Thanks to our Secretary Art for his sterling work in getting our news out to all of you via email. Thanks to Jeff Sanders for looking after our funds as treasurer and thanks to Gary Tenardi supplying us with tea and biscuits. *Ken Vincent - Pre 31 Section Chair.*

Club Library

The club library is doing great, thanks to all members who have donated books throughout the year. Thanks to Bruce Edgar for his help categorising books by subject. Please let me know if there is a book you'd like to see in the library and we will do our best to obtain it. Don't forget we have a photocopier for members use. The library is open every Monday 9.00 am to 11.00 and also on club nights once a month. *Ken Vincent*

Web Report

The Club Website has been rebuilt several times over the last 12 months to keep pace with technological change and security issues. The latest iteration has reverted to a site-wide password to restrict access to Club information and material and to enhance security. The website hosts the Club Technical library and over 2,800 items can be viewed there or downloaded. To protect Club data the Club has two Cloud accounts, one for shared information such as forms, instructions, Chatters etc

which members can download. A separate Cloud account holds securely club records, committee minutes, reports and membership details. These records are not available for download. Changes to the database were required to accommodate C4C concessional licensing, otherwise the database remains functioning normally.

The Chatter continues to be distributed by email and post. Only about one third of the membership requests a postal Chatter, the rest rely on the digital edition. A major achievement this past year has been the compiling of a 400 page illustrated history of the Club covering the last 65 years plus another volume capturing the story of our Life Members. These volumes seek to capture our story before it is lost.

For those with an interest in the past, Vintage Chatters for the years 2016-2022 have been uploaded to the club website as Annual Volumes. The Annuals have been uploaded in flip book format which makes them easy to view online or on mobiles & tablets. The volumes can be searched and also downloaded.

Murray Barnard Oct 2022

Spares Report – Keith Weller thanked all who have assisted with the Spares Store during the year. Keith is retiring from the role and he presented Chas with a trophy in appreciation of his assistance over the years.

Dating Officer - Maurice Glasson - Dating Officer 1931 to 1970: For 2021/2022 year I have dated 16 bikes. By Manufacturer: BSA 6, Triumph 1, Norton 2, Vincent 1, Lambretta 1, Vespa 1, BMW 2, Malvern Star 1 & AJS 1. By Age of Manufacture: 1931 to 1940, 2 bikes, 1940 to 1950, 1 bike, 1950 to 1960, 6 bikes & 1960 to 1970, 7 bikes. I continue to provide members with dating information of engine and/or frame numbers to assist in restoration projects. Requests for this type of information can be done by email, no special forms etc are required.

Registrar – Lat Fuller: 404 registrations for 2022 (to date) – 38, C4C registrations – 5, transfers from full licence – 30, transfer of ownership – 20. System working well. Odd person thinks system too complex.

Post 70s Section – Stephen Hills: 39 registered members. Section AGM held 17 Oct 2022. Jeff Sanders appointed as Assistant Coordinator.

Welfare – Welfare costs total \$780.91 for the year. Welfare limit raised to \$100 per eventuality this year to meet rising costs. New sympathy card created. 26 cards mailed. Friends in Need group has been active a few times during the year. Ranks of older members thinning out, may their contribution to the club never be forgotten.

13. Acknowledgment of the work club officials for the last year acknowledged & their continuing in their roles endorsed.

14. General Business/Bits and Pieces: Jim McGregor mentioned a planned run to Jurien bay in 2023. John O'Brien made special mention of Adrian's work on Xmas Cheer

15. Raffle held.

14. Closing: Thanks to Stephen Hills efforts, nibbles provided and well received. Thanks given to everyone for a good year, positive input and participation in the Club in 2022.

Meeting closed 9.18pm

BRIAN LAWRENCE LIFE MEMBER PRESENTATION

Brian, member number #542, finally received his well deserved medal on Tuesday November 15th. Venue, the park surrounding Gobba Lake in Bayswater, and adjacent the Osboine Nursing home, where Brian lives, proved ideal; even the weather was perfect. A carefully chosen gathering of present and past members attended, carefully chosen as Brian hasn't been active for some years. Inviting only people who knew Brian limited the crowd, we didn't want to overwhelm a man with dementia. Eleven bikes arrived, just a nice number for the occasion, plus a few came by car. Ever-busy Richard officiated, and equally busy Steve brought along the Club's catering gear plus an array of cakes and biscuits. This was very much appreciated.

The nursing home staff rose to the occasion, bringing out about two dozen chairs, and patients to sit on them. Two B.S.A. Gold Stars were started and given quite a few revs, to get the folks hearts beating properly. I was asked to give an impromptu short talk on the history of our Club. One dear old lady nursed a lifelike baby doll through the whole event.

Brian thoroughly enjoyed himself, chatting to all and sundry, on his feet most of the morning. Daughters Sherree and Michelle did likewise, plus kept the camera busy. It was generally judged a very good, and very appropriate presentation. *Adrian White*



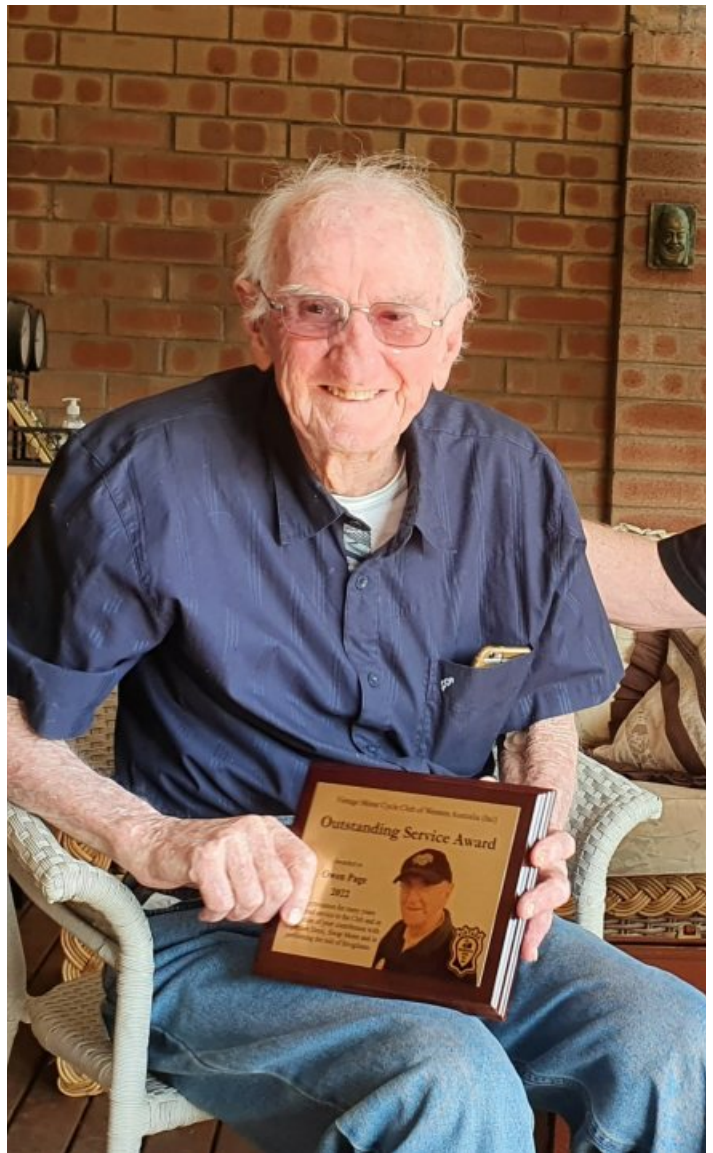
Richard Argus presents Brian with his Life Member badge



OUTSTANDING SERVICE AWARDS : This is the first year that these awards have been made. The first award was made to Owen Page in September 22 for his commitment, service and dedication over many years. The Outstanding Service Award recognises members who have consistently provided dedicated service to the Club over many years. Often these members have been overlooked as the Club's only other recognition award, over the years, has been Life Membership. Life Membership however is capped and not always available to provide due recognition to deserving members. Awards for Outstanding Service are intended to plug this gap and will be awarded as and when significant achievement deserves to be recognised. The Management Committee has honoured the following members on behalf of the Club:



Right - **Owen Page:** As Owen Page was unable to attend the Monthly Meeting Jim Douglas and I visited him to present his award. Owen was surprised and seemed mighty chuffed by the award and he fondly remembered his active years with the VMCCWA. Owen is 92 years of age and has been a Club member for 36 years. *Murray Barnard*



Right - **John Laurance:** John has quietly provided an essential service to the Club over many years. In performing the role of Meeting Registrar John has quietly assisted in the administration of the Club. In addition, his assistance with the running of meeting raffles is a popular feature of meetings. *Nominated by Jim Douglas. Jim presents the award to John.*



Vintage Motor Cycle Club of Western Australia (Inc)

Outstanding Service Award

Awarded to

Elliott Montagu
2022

In appreciation of many years committed service to the Club and in recognition of your important contribution to the Club as Secretary over many years



Right - **Elliott Montagu**. Elliott served for many years as Secretary of the Club. He saw through many changes within the Club at a time when online opportunities were embraced and adopted such as the Member Management database and the expansion of the Club website and digital Vintage Chatter. Elliott was a hard working Secretary whose contribution deserves recognition. *Nominated by Murray Barnard*

Vintage Motor Cycle Club of Western Australia (Inc)

Life Membership

Awarded to

Keith Weller
2022

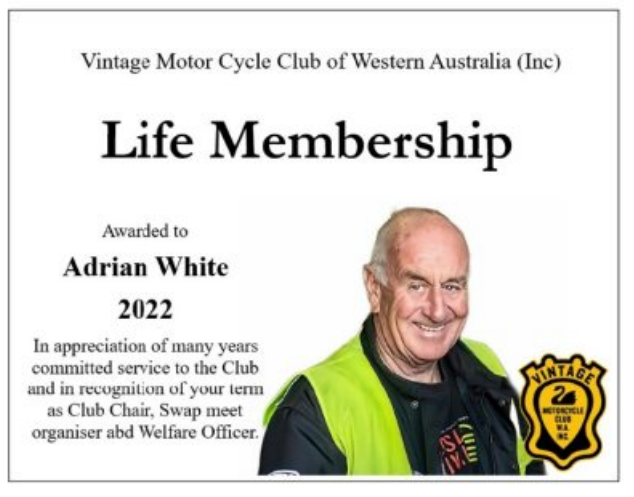
In appreciation of many years committed service to the Club and in recognition of your active contribution as Parts Store Officer and event organiser.



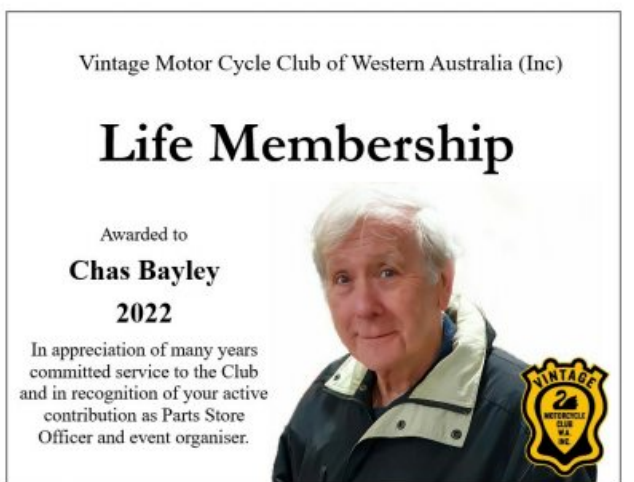
Awards for Life membership: The following members received awards of Life membership at the AGM.

Keith Weller: Keith has for many years organised a most popular Club event at his property. The BBQ at Keith's is one of the most popular Club events held all year. Originally the "Up to 200cc Event" it has evolved into Keith's Soirée. As well Keith is unsparing in his assistance to members with machine maintenance and servicing issues. All this pales in significance compared to the years Keith has put into the parts store, ordering supplies, assessing parts collections, sorting and identifying parts and lately working to achieve a positive outcome for the Mammoth Sale. *Nominated by Murray Barnard (Pic: award presented by Les Vogiatzakis)*

Adrian White: Adrian has for nigh on 20 years taken a positive interest in the club and the members. Adrian took the initiative to interview a number of members and write up their profiles for publication in the Chatter. Many of these profiles are of members no longer with us, as such they are a valuable addition to the Club heritage. Many of the profiles have proven invaluable in preparing the Life Member history which is why Adrian deserves equal billing in that document.



As well Adrian has served on the Club committee and was President during a most tiresome period, when a faction was determined to unsettle the Club, either to prevent change or to pursue selfish interests. This cut Adrian's term as President and must have been extremely disappointing for him. Adrian has continued to provide an essential service to Club in the role of Welfare officer, a role which is well appreciated by many members. *Nominated by Murray Barnard*



Chas Bayley: Chas has been a steady hand in the Parts Store bringing a wealth of knowledge to the role. Hard working and generous, Chas has been a pillar of strength in the Parts Store being good humoured, willing to help and putting in a lot of time to provide a service to all Club Members.

Chas has also run the Dam Early Run for many years and with the help of Karen has provided breakfast as well to the many happy riders on this event. Little more has to be said, Chas is a popular choice and deserving of Life Membership. *Nominated by Jim Douglas*



Paul Armstrong: Paul served for many years as the Chair of the Albany Section and under his leadership the Section has thrived and been a solid contributor to the Club. Paul saw the Section through many changes in the Club and he nurtured a sense of companionship, maintained a busy Club Calendar and promoted charitable causes.

The Albany Toy Run and the Flourish Cambodia being notable causes. The Albany Toy Run in particular being a popular event for many years, with a great turn-out and a significant donation being made to the Salvation Army. Such activities bring credit to the Club. Paul also embraced the Annual Gypsy Tour and helped make it a success. The Gypsy Tour is a collegiate exercise and does much to build and maintain the relationship between the main Club and the Albany Section. *Nominated by Murray Barnard (Paul's award was presented at the Albany Section Lunch during the Gypsy Tour).*

Vintage Motor Cycle Club of Western Australia (Inc)


Life Membership

Awarded to

Paul Armstrong

2022

In appreciation for many years committed service to the Club and in recognition of your considerable contribution as Chair of the Albany Section, organising events, Charity Runs and fund raising for Flourish Cambodia.





Life Membership Awards presented to new life members with unanimous assent by the Management Committee and members in attendance at the November 2022 Annual General Meeting.

Left to right: Murray Barnard (Meeting Secretary), Adrian White, Keith Weller, Chas Bayley and Les Vogiatzakis (Meeting Chair)



Chair: Lynton Morgan 0438447330, lynton.morgan@bigpond.com
Secretary: Nigel Fiander 0417997580, bluflame@bigpond.net.au
Bernie Wolfe - Roving Reporter & Peter Ogborne, Official Photographer

Albany members please note: if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

PLEASE NOTE: Borrowing the section trailer: The section trailer may be borrowed by financial section members for transporting their motorbikes. However the trailer MAY NOT be borrowed when it is required by the Section.



Sadly yesterday Friday the twenty first, we learnt of the passing away of an old friend and motorcycle rider from the sixties. Colin [Fuzz] Parker after a short fight with Cancer, first diagnosed on his return to home in Maitland on the second of October. The same day after returning home from visiting family and friends in Western Australia. He will be sadly missed by all that knew him, our deepest sympathy to all family members and friends. R.I.P. May he ride the winds with our mates in the photo who have gone before him from the left Eddie, Ray and Colin (Fuzz) on the right great mates from another time! Our deepest sympathy to Norma - Paul Armstrong

VMCCWA (ALBANY SECTION) GENERAL MEETING 6/10/22 - Meeting Opened 7.30 pm.

PRESENT - 9 members (Lynton Morgan (Chairman), John Banks (Treasurer), Len Radcliffe, Trevor De Landgraft, Ron Hawkins, Paul Armstrong, Phil Ramsden, Graham Wroth, Arthur Wust).
APOLOGIES - Peter Ogborne, Nigel Fiander, John Northcott, Ian Redmond, Bill Morrow, Andrew Duncan, Lou Anderson, Bernie Wolfe.

PREVIOUS MINUTES (1/9/21) - Moved Graham Wroth, seconded Paul Armstrong that the September 2022 minutes be accepted as read. Passed.

BUSINESS ARISING FROM PREVIOUS MINUTES

- 1) The badges for the Charity Ride have been ordered (by Paul Armstrong).
- 2) VMCCWA membership renewals are due.

CORRESPONDENCE

- 1) **IN**
 - (a) Monthly 'Smoke Signal' magazine received from South Australia motorcycle club.
 - (b) Letter from City of Albany granting permission to conduct annual 'Charity Ride' through the city.
 - (c) Email notification from 'Head Office' that backup trailer annual insurance renewal is underway.
 - (d) Request received from 'Head Office' for Albany section members to submit proxy forms for the upcoming AGM. Lynton Morgan made multiple copies available and urged members submit a proxy form
 - (e) Email from VMCCWA Events Co-ordinator Steven Hills regarding the combined ride route for the annual Gypsy Tour ride on Sunday 20 November. It's been agreed that the Albany section will meet and greet the Perth members at the Bornholm Hall (morning tea will not be provided this year) then ride to the Chalet for lunch via Shelter Island ('Mutton Bird') and Stoney Hill (no relation to Steven).
 - (f) Email from fellow member Sean Mullally thanking the section for 'Get Well' card sent to him after extensive operations to address cancer.

(g) Invitation from new publican of Rocky Gully Pub inviting Albany section to conduct a ride to his pub. It was generally considered that the time and distance involved (240 km return ride totaling approximately 5 hour excursion) would far exceed our members' expectations. No decision was made.

2) OUT

(a) Email sent notifying members of forthcoming rides for September.

(b) Paul Armstrong confirmed the order to produce the badges for the annual Charity Ride.

Moved Phil Ramsden and seconded Paul Armstrong. Passed.

TREASURER'S REPORT - Current bank balance \$8,317.82. Moved Trevor De Landgraft seconded Graham Wroth. Passed

MACHINE AUTHENTICATION

John Northcott has relicensed his 1940 BSA M23

GENERAL BUSINESS

- 1) 'Albany Printers' will again print the annual Charity Ride posters at no cost.
- 2) After Sunday 9 October the section will need to change its customary bi-weekly meeting place (at The Old Gaol) because the City is closing off the gravel car parking area (under the Fig trees) in order to begin construction of an electric vehicle recharging station. It is not known whether, after completion of the station, the section will have the opportunity to reuse the area as our regular meeting location. It was decided that in the interim we will instead meet at Amity Quays. Lynton Morgan will notify all members of this on Sunday. It was suggested that members might consider trading in their current machines for electric motorcycles to legitimise future parking at The Old Gaol.
- 3) The annual Richard Turpin ride on Sunday 9 October will be to a property on Norman Beach Road. Members should bring their own lunch. Paul Armstrong has volunteered to provide trailer backup.

- 4) Merv Bailey can no longer store the backup trailer at his property. A request will be made of members for someone to store the trailer.
 - 5) Trevor De Landgraft suggested it would be useful to attach a hand operated winch to the backup trailer. Members agreed and Trevor has offered to do it.
 - 6) The end of year Christmas Luncheon will be held at the Chalet on 11 December 2022 and will also serve as the 'Recognition of Deceased Riders' event.
 - 7) For the Rider Safety Training course (Sunday 23 October) it will be necessary to cordon off one half of the Little Grove public boat launching ramp car park in order to preserve it for the afternoon practical session. In order to do this, the fifteen members who will be attending the course will be asked if five of them would agree to park their cars all the way across the car park at 6 am on the morning of the course to prevent boat owners from parking there. Another member will be required to return those who parked their cars to their homes.
 - 8) Lynton Morgan read the ride destinations for October
 - 9) The Vintage and Classic Motorcycle Club will be invited to enjoy a combined ride and lunch in early January 2023. It was agreed the section would host it at the chalet.
- Meeting closed 8.35 pm.

ALBANY SECTION VMCCWA November MINUTES - Chalet Little Grove 03/11/2022 7.30pm

President- L MORGAN, Secretary -N.FIANDER, Treasurer- J.BANKS

Present- Members 10, Apologies 6, Visitors 1

CHAIRMAN'S COMMENTS: Thanks to Richard TURPIN for the Normans Beach Ride. Also his son Brett for use of the property. The location was well received. Thanks to John BANKS for the extensive effort that he put into arranging the Training Day, for all the helpers (You know who you are) and Andy and Sandra for hosting the trainers.

PREVIOUS MINUTES

Distributed to members via email. Moved Paul ARMSTRONG, Sec. Arthur WUST. Passed

BUSINESS ARISING FROM PREVIOUS MINUTES

Note that the ride meeting place is Lawley Park until further notice. This is only temporary until Old Gaol car park has been updated.

Club Trailer has been moved to Lynton's Shed.

Ride Destination for the combined ride with the Vintage and Classic Club being decided.

CORRESPONDENCE

IN

Smoke Signal magazine – circulated

Gypsy Tour Itinerary and Ride Route – Discussed.

Power Bill (Chalet) \$961.33 Credit.

OUT

Club Ride details sent to Murray BARNARD (VMCC Perth)

General Meeting and AGM Minutes

Moved Accepted Bill MORRELL Seconded Arthur WUST Passed

TREASURERS REPORT – John BANKS - \$300 to Cheryl NORTHCOTT for catering Gypsy Ride.

Moved Accepted Arthur WUST, Seconded Ron HAWKINS Passed

GENERAL BUSINESS

Gypsy Tour 20/11/2022 – Route sheet available. Backup-Lynton to arrange. Catering- Cheryl NORTHCOTT, with help from Gaye, John, Pat and Sue. Catering meeting to be organised before the event. Chalet grounds lawn etc, Lynton to discuss with Chris PRESCOTT. Helpers required for setting-up. Lynton.

Monthly Rides – Attached

Christmas Charity Ride

i. Posters printed by Albany Printers for free. Posters to be distributed by members.

ii. Albany Advertiser will be contacted (Lynton)

iii. Badges are now available for \$12.

iv. Big Cheque to be arranged (Lynton).

v. Tom PIPER - Bag pipes (John B).

vi. Collette from Salvation Army (Lynton)

vii. Car park and other task helpers to be further discussed at next meeting.

Form-Up Point for Rides – Discussion was held on a number of form up points for rides whilst the Old Gaol car park is being refurbished. Lawley Park will be the temporary location. Ingress and Egress from the park was raised as a concern. Agreed that riders could choose their own route to enter and leave the park.

Membership Badges – Bill MORRELL enquired if there was any updates on if the VMCCWA still hands out Years of Membership badges for number of years in VMCCWA. Lynton advised that it was followed up and that no badges are currently available.

Next Meeting – Thursday 01/12/2022 @7.30pm Little Grove Chalet. MEETING CLOSED 8.30pm.

Prepared by Nigel FIANDER – Club Secretary

Richard Turpin's Ride 9 October 2022 - In the past Richard has taken us to his palatial holiday house overlooking Cheynes Beach. This year the destination was the Old Homestead in a stunning location overlooking the ocean off Norman's Beach, home of the Noisy Scrub Bird, Gilberts Potoroo and other rare fauna. The owner had Richard's son Brett, rebuild the old homestead to a very high standard out of pre loved timber and corrugated iron. There is a wonderful collection of old house and farm collectables to look at and this made for much conversation about times past. The farm caretaker Brett Peak spoke of the research activities which was very informative and engaging. Telling us that the Homestead is used as a base and meeting place for research institutions while they conduct studies of the local fauna and at times this also includes tagging whales. As motorcyclists we felt very privileged to be invited to use this fantastic facility as a ride destination. It just so happened that it was Richard's birthday so a song was sung, some candles were lit and the cake was eaten. Such a wonderful day was had by all. I thank Richard, Christine and Brett for hosting this great day out.

Meeting No. 421 - 28 - 09 – 2022 - 7.30 pm Venue, Eric Langton Room Hale Road, Wattle Grove, Chair Ken Vincent
Members Present Roger Bowen, Nat Brazzalotto, Greg Hughes, Peter Lawson, Jeff Lindley, Brian Rodwell, Jeff Sanders, Gary Tenardi, Ken Vincent, Dave Weeks, Art Woldan
Apologies Greg Boothey, Phil Skinner

Financial Report - The Westpac account had \$2797.34 on Sept. 12th and \$2750.34 on Sept. 20th. The \$47 reduction was due to Beverley Re-Enactment. The Section has 15 financial members. Accepted, Greg Hughes, Seconded, Dave Weeks
Business Arising from Financial Report It was agreed to pay \$100 to the Beverley Mens Shed for supplying the Beverley Re-Enactment breakfast, and \$60 to Jeff Lindley for the back up. There is still a payment required for the Beverley Re-Enactment badges and a trophy to Dennis Cranston. There was a suggestion to pay 70¢/km for future Pre 31 back ups.

Past Events: 10 & 11 - 09, Beverley Re-Enactment Run, by Ken Vincent. There were six

Pre 31 bikes with one breakdown. It was agreed the breakfast on Sunday morning was of very good quality.

22 through 25 - 09, Lake Perkollili Races, by the Lake Perkollili Motor Sports Club. Peter Lawson reported there was a massive

attendance including 40 bikes, and it was dusty but the surface was very smooth.

Future Events - 6 & 7 - 05 - 2023, Roaring 20's Event, by Sue and Peter Lawson, and Greg Boothey.

General Business Greg Hughes said he waited five weeks to get some chroming done and finally had to get his parts back without the work being done. It was suggested he try K&D and Ultra Chrome.

Bits & Pieces: Greg Hughes showed parts for two Ariels, a '39 - '53 500cc cast iron head and cylinder, and a rare alloy '49 - '50 head and cylinder bored to approximately 560cc. Greg also showed a brake drum and shoes he's working on for a 1930 Ariel. Ken Vincent showed a tool for threading spokes and the associated dies for different diameters and threads. • Art Woldan showed a "table top ignition system" made from old HJ Holden ignition parts. It is powered by a 9 volt dry-cell battery instead of the normal 12 volt battery.

Closed at 8.45pm



Meeting No. 422: 26 - 10 - 2022 Venue, Eric Langton Room - Chaired by Jeff Sanders, Members Present: G Boothey, G Hughes, P Lawson, J Lindley, J Sanders, D Weeks, A Woldan
Apologies: P Skinner, T Southall, G Tenardi, K Vincent, Visitor: Jamie Farley

Minutes of Previous Meeting: Accepted, Jeff Sanders, Seconded, Dave Weeks

Financial Report: Submitted by Jeff Sanders. The Westpac account had \$2742.34 on Oct. 3rd and \$2642.34 on Oct. 10th. The reduction was due to a \$100 payment to the Beverley Mens Shed for their assistance during the Beverley Re-Enactment. Anticipated expenditures are \$500 for the November meeting's dinner, and engraving for Beverley Re-Enactment awards. Accepted, Dave Weeks, Seconded, Peter Lawson.

Business Arising from the Financial Report: The subject of payment for back ups was raised, and specifically for the Old Hotel Run. Jeff Sanders did this back up and he donated the cost, so thanks were expressed to Jeff for doing this.

Past Events: 23 - 10, Old Hotel Run, by Jeff Sanders. Greg Boothey reported there were 12 bikes with 1½ breakdowns (one bike broke down but started running again). It was mentioned the band at the Premier Hotel was too loud and there were numerous flies. However, Greg supplied coffee, tea and biscuits at the start of the run and was thanked for this.

Future Events: 6 & 7 - 05 - 2023, Roaring 20's Event, by Sue and Peter Lawson, and Greg Boothey.

Dave Weeks mentioned the following Heritage Club events. For details email Dave at david.weeks1@bigpond.com - 13- 11,

Royal Fresh Water Bay Yacht Club Display. 22 - 11, Fremantle Display. 11 - 12, Mick's Kalamunda Run.

Business Arising from Events: There was a request to have more events so ideas are invited, including hotels suggested for the Old Hotel Run.

General Business: Jeff Lindley showed a document with information about Eric Langton. Eric had a prominent role in founding the VMCCWA and the Pre 31 Section, and the room where the Pre 31 Section meets is named after him.

Bits & Pieces: Jeff Sanders said he'd like to change the handlebars on his 1912 Premier and Peter Lawson said he may be able to help.

Greg Boothey showed two gears he had made at Versatile Eng. in O'Connor for a Sturmey Archer gearbox. Both showed excellent workmanship and one in particular required complex machining.

Greg Hughes is looking for a mudguard for a '72 Triumph Adventurer. Greg showed kitchen items from a deceased estate and some were taken by the attendees. Greg passed out cards for Vivid Finishing in Maddington. They do anodizing, bright zinc, cadmium and bead blasting. The contact is Sean Tumath at 0449 714 250.

Jeff Lindley showed the following; - A Miller acetylene head light. A Lucas acetylene tail light. Vintage electrical items including an ammeter, condenser and ignition parts. A headlight lens for an Essex car. A book titled "Automobile Engineering Reference Book", published by Iliffe & Sons, London.

Closed at 8.43pm

Motorcycle Timeline

From Big Bang to Big Bangers - Part 4 - 1850 to 1860

Brought to you with evident joy for all things motorcycle by my fellow internet colleague & virtual friend, Dave Richmond, who lives in the South Island of the UK (the Isle of Wight). Dave has kindly shared his timeline of motorcycles with us. This part takes us into the middle of the 19th Century where the pace of change picks up. Dave spent many years on the staff of "The Motor Cycle"

1830 SIR CHARLES DANCE, who was Goldsworthy Gurney's financial backer and built coaches for himself, ran steamers successfully from London to Holyhead, from Birmingham to Bristol, from Gloucester to Cheltenham and from London to Brighton. In four months Dance's carriages carried 2,666 passengers and covered 3,644 miles "without an accident or delay of consequence". It was a brave attempt to establish a reliable steam-powered public transport system.



INVENTIVE CHAPS without access to steam engines were still turning our manpowered contraptions. One such, named Julien, produced a treadmill-driven trike; a duo named Bramley & Parker came up with a trike in which the rear rider laid back working treadles with his feet and crank-handles with his hands while the pilot steered but was also required to operate treadles and cranks. Rural posties were being issued with dandy-horses and if they'd seen Bramley & Parker rumbling by they must have counted their blessings.

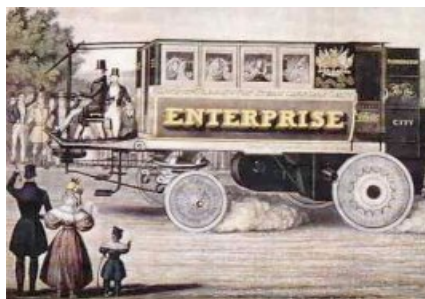
1831 - MICHAEL FARADAY discovered how to make electricity from magnetism. Later developments were to be of great use to motorcyclists, despite occasional lack of reliability leading to dark mutterings that Joe Lucas's slogan should be "Don't go out at night."

SUMMERS & OGLE built a three-pot steamer that made a run from Southampton to London at an average of 25mph. One observer rightly remarked: "This achievement is at once scarcely credible and terrifying to contemplate."

1833 LEMUEL W WRIGHT patented a gas engine. Half a century later Dugald Clerk,

inventor of the two-stroke engine, reviewed Wright's design: "The drawings are very complete and the details are carefully worked out. The explosion of a mixture of inflammable gas and air acts directly upon the piston, which acts through a connecting rod upon a crank-shaft." Wright patented a two-stroke double acting gas engine.

GOLDSWORTHY GURNEY'S great rival Hancock was keeping busy: his carriage Enterprise was carrying passengers in the metropolis for the London and Paddington Steam Car Company—the first regular steam carriage service; Enterprise was the first mechanically propelled vehicle specially designed for omnibus work. Clever design features included a centrifugal blower fan driven from the rear axle which was used to force air into the firebox.



COLONEL FRANCIS MACERONI, following a spell as aide de camp to the King of Naples and military service with the Turks, teamed up with John Squire, a former employee of Sir Goldsworthy Gurney, to patent a vertical tubular boiler which was a rapid generator and capable of a working pressure of 150psi developing 30hp. They used it to power a 14-seat steam carriage and set up a service between Paddington and Edgware. A contemporary writer described it as "a fine specimen of indomitable perseverance" which cruised at 16mph.

1834 THE REFRIGERATOR was invented, which would become A Good Thing for freezing interference-fit bearings (though

proper British beer should, of course, be kept well away from fridges).

THE STEAM CARRIAGE Company of Scotland ran a fleet of six steam coaches until one crashed and its boiler blew up, killing five passengers. The Court of Session banned all steamers from Scottish roads.

1835 JAMES BOWMAN Lindsay demonstrated an electric light at a public meeting in Dundee. With it, he claimed, he could "read a book at a distance of one-and-a-half feet".

1838 A PATENT WAS granted to Englishman William Barnett for the first recorded suggestion of in-cylinder compression in his two-stroke double-acting gas engine. His flame-ignition system survived into 20th century. Barnett's double-action two stroke gas engine was a direct ancestor of the two-stroke and four-stroke engines that would power motor cycles.

AMERICAN BLACKSMITH Thomas Davenport made four electromagnets from which he built what we today know as a DC motor, complete with a brush and commutator, using his wife's silk wedding dress to insulate the wires. After many difficulties he patented the motor and used it to power a small model of a train and some of the machines in his workshop, drawing his sparks from Voltaic cells. He later worked on an electric printing press, electric telegraph and electric piano. Davenport even used his motor to operate a small car, this perhaps being the first electric car in history. In due course his pioneering work led to starter motors and electric motor cycles.

DUTCHMAN SIBRANDUS Stratingh and his chum Theodorus van Swinderen built and drove a steam car round the streets of Groningen. Remarkably within a few months they went on to make use of Faraday's discoveries to produce an 'electromagnetic cart'.

First steam.....then electricity. An astonishing double.



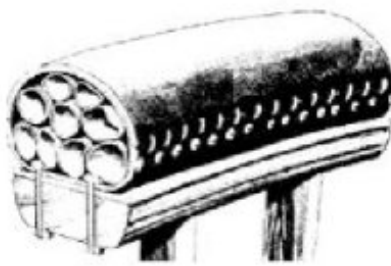
1840 IN PARIS A 30hp eight-wheeler designed by a M Dietz cruised the boulevards at a comfortable 10mph towing a carriage full of excited Frenchmen. However in Britain the development of steam-powered road vehicles had lost impetus and the heavy road tolls imposed by the Turnpike Acts, as well as dirty tricks including roadblocks, had forced inventors away from steam-powered roadsters. The landed gentry had won, railways would rule the Victorian roost and the development of powered road transport was set back by half a century.

1841 SIR JOSEPH Whitworth proposed standardised nuts and bolts. We're so used to picking up bits that fit that it's hard to imagine how different it was before Whitworth did his bit. He was granted a great many patents, covering everything from firearms (he was a pacifist, but business is business) to knitting machines. But what makes him so important to motorcyclists, and indeed to industry at large, is the accuracy he achieved. When he made a ruler measuring in 32nds of an inch it was scorned as "a curiosity... an unnecessary refinement". Every bolt had a unique nut made to fit it but every Whitworth nut would fit every Whitworth bolt. He developed the work of Henry Maudslay to achieve measurements to within a millionth of an inch. Whitworth gave (well, sold) British manufacturers reliable, accurate machine tools as well as nuts and bolts with the thread form that bears his name. His measuring gauges and fasteners were formally adopted by the Board of Trade in 1880, which was perfect timing for the birth of the new industry. The vast majority of British motorcycles would be held together by Whitworth nuts and bolts. Thanks to him proprietary

parts would fit. Thanks to him manufacturing costs would fall.

1844 THOMAS HANCOCK, while working for Charles Macintosh & Co, patented vulcanised rubber, from which the first tyres were made in good time for the first punctures.

1845 ROBERT WILLIAM Thompson, a former employee of railway pioneer Stephenson, patented a pneumatic tyre. It comprised a hollow tube (he called it an "elastic belt") made of canvas bonded with a rubber solution. It was encased in leather strips bolted to the wheel rim and inflated via a pipe passing through the wheel rim. A horsedrawn carriage did more than 1,000 miles in six months on a single set of these leather tyres; production problems and repressive legislation killed off Thompson's venture but he went on to build successful heavy steamers. It was not until 1888 that John Boyd Dunlop re-invented the pneumatic tyres we rely on today.



WHILE THEY were waiting for proper pneumatic tyres to arrive travellers on London Road, Nottingham could console themselves with a trip on the first application of Tarmacadam.

1848 CHROMIUM WAS used for electroplating, but chrome plate would only become widespread following the development of an improved process in 1924.

1849 WALTER HUNT, of New York, NY, patented the safety pin, which is ideal for emergency repairs to riding gear and has also been known to secure the clevis pin on a plunger A10 rear brake rod.

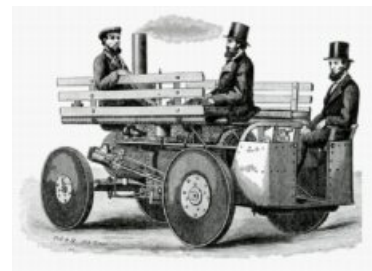
RUSSIAN ENGINEER FN SEMYENOV used a cable tool to drill an oil well, paving the way to plentiful supplies of lubes and petrol and also helping to make a lot of money for a lot of Arabs and Texans.

1850 STEAM DRIVEN traction engines were hauling passenger coaches in Paris and Bordeaux years after the British road

transport industry had been crippled by discriminatory legislation. Continental designers, unhampered by public prejudice and draconian legislation, took over Britain's lead in the field of road transport. They would hold onto that lead well into the petrol era.

A SUBMARINE telegraph cable was laid between Dover and Calais; the water was kept out by gutta percha (a form of rubber). And you can't run a motorcycle in British weather without waterproof wiring, can you?

1853 RICHARD DUDGEON, who had emigrated from Scotland to the USA, built an eight-seat steam carriage which was exhibited at industrial show in New York. It was destroyed when the exhibition hall burned down so Dudgeon started again and built another. Water tanks were mounted under the seats and passengers rested their feet on the boiler, so presumably heating was no problem, except in the summer. It had a cruising speed of 30mph and was more like a car than a coach.



1854 FATHER EUGENIO BARSANTI of the Piarist Fathers of Scolopi and hydraulic engineer Felice Matteucci patented a hydrogen engine in London. A prototype was built in the 1860s, leading some Italians to claim Barsanti and Matteucci invented the internal combustion engine.



JOHN RAMSBOTTOM developed split piston rings which maintained a seal by outward spring tension on the cylinder wall.

AUSTRIAN ABRAHAM Shreiner built a distillation plant to produce petrol from crude oil as a fuel for lighting.

The BESSEMER converter was invented, making steel cheaper and stronger.

1855 BIRMINGHAM GUNMAKERS were called upon by the Government to furnish arms for use in the Crimea. The consortium they set up was called Birmingham Small Arms and, as all right thinking motorcyclists know, BSA, as well as becoming at its prime the largest motorcycle manufacturer in the world,

produced some of the best motorcycles. The BSA factory opened in 1862.

1858 THE STEAM COACHES of the 1830s had been killed off by the horse set and railways ruled the roost. But after a couple of decades a few exceptionally rich enthusiasts decided they'd like horseless carriages. The Marquis of Stafford engaged one Thomas Rickett to produce a steamer. *The Engineer* reported: "Lord Stafford and party made another trip with the steam carriage from Buckingham to Wolverton. His lordship drove and steered, and although the roads were very heavy, they were not more than an hour in running the nine miles to Old Wolverton. His lordship has repeatedly said that it is guided with the greatest ease and precision. It was designed by Mr

Rickett to run ten miles an hour. One mile in five minutes has been attained, at which it was perfectly steady, the centre of gravity being not more than 2ft from the ground. A few days afterwards this little engine started from Messrs. Hayes's Works, Stoney Stratford, with a party consisting of the Marquis of Stafford, Lord Alfred Paget, and two Hungarian noblemen. They proceeded through the town of Stoney Stratford at a rapid pace, and after a short trip returned to the Wolverton railway station. The trip was in all respects successful, and shows, beyond a doubt, that steam locomotion for common roads is practicable."

From here on things mobile start to take off!

Numb Bums & Oily Rags by Adrian White

In life, the difference between a good and a bad outcome often relies solely on the timing of events. Friend Danny certainly subscribes to this thought. Riding his immaculate late model Harley Davidson from Kalgoorlie back to Perth, in perfect weather and traffic conditions, Danny had that worrying feeling we're all familiar with -the bike didn't feel quite right. Nothing you could hang your hat on, just a seat-of -the-pants instinct of a very experienced motorcyclist. He stopped by roadside, and checked everything, including the difficult to reach drive belt, everything seemed OK, so he rode on.

Cruising at around the legal limit, Danny tried to put the worry behind him, and enjoy the ride. A road train in front saw him open the throttle, to pass as quickly as possible, the bike responded eagerly, and then timing reared it's capricious head. As he drew abreast the driver's window, the drive belt cried enough, leaving him coasting. Adding to his problems, the road train driver slowed up, no doubt to let Danny in front, but side by side, they were both decelerating at a similar rate. Oncoming traffic, which hadn't been a threat, suddenly became an imminent one. Danny did the only thing he could, still coasting, and pulled over to the right side of the road, into the gravel, stopping safely with his heart redlining.

Rumour persists that the Royal Australian Navy are keen to acquire Andrew Hobday's Kawasaki triple. Apparently the plan is to strap it to the foredeck of a warship, and when that warship bites off more than its can chew, the crew fire up the Kwacka, give it a fistful of revs, and hide the ship in the ensuing smokescreen. Watch this space! Confidential informant.



Right: Jim McGregor recommends bike stands for the workshop. Can anyone recommend tiedown straps for Jim?





1927 Triumph N, \$16000 The restoration of this machine was featured in last year's Chatters and it has attracted favourable overseas attention. Please contact Elliott Montagu Mob. 0400068097 or email pilottopilotbook@gmail.com



1998 Kawasaki ZZR 1100. Odometer 49500kms. New tyres and battery, regular servicing, on full licence for 12 months. Asking \$3000 negotiable. Email Graeme Morrell graemorr@bigpond.net.au Phone number : 0400384902

1953 BSA M21 For Sale - on behalf of the late owner's wife. Good condition and on full license until April 2023. I will give any potential buyer the contact details of the mechanic who maintained the bike for the late owner. Asking \$9500. George Loverock loverock5590@hotmail.com or Ph. 0417914096



Honda VFR 750F 1991 ON 404 Licence for sale. The Bike runs well and everything works. William Carroll, Ph: 0419960591 or email genghiskhan2@mail.com

BSA B31, Offers over \$6,000. Owned since 1977. It last ran in 2006 when Ken Terry, carried out some maintenance on it. It is rust free. It has a couple of oil leaks. It was first registered in UK in 1956 and dated as 1955. It has not been licensed in WA but I have all the importation approvals. Michael Ollis 0427 696069 mikeollis@ozemail.com.au

THE ETIQUETTE OF THE ROAD - A rather tense exchange from 1916

I bought a motor-cycle and rode out. Ten miles from anywhere the works stopped working, and I sat down and looked at the machine. Then a motor-cyclist came along. He dismounted, and I told him that I was a novice and did not even know where the petrol was kept. "That's all right," he said; "I'll soon fix you up," and he took his coat off. He fixed me up all right, and then explained what was wrong. "Your carburetter wasn't flooding," he said. "I didn't get any rain on the way," I said, hastily. He laughed and tried to explain. I learned quite a lot of motor jargon from that chap. "You'll find that other fellows will help you," he said, as he prepared to depart. "The etiquette of the road is that you never pass a breakdown."

I thanked him and mounted. Two miles along the road I came to a motor-cyclist by the side of the road. "Hullo!" I shouted. "Anything wrong?" "Everything wrong," he cried. I dismounted. "You see," he said, "I only bought the bike this morning, and I don't know a thing about it." "You are a beginner?" I said, with infinite sympathy. I had bought my machine the night before and I knew that I was this man's superior, motoristically. I took off my coat. "Spark plug seem all right," I said, as I examined the magneto. "And I don't think you are short-circuiting," I added, as I gazed into the oil tank. "Perhaps it's your speedometer." "Eh? What's that got to do with a stopped engine?" "They're sensitive things," I said. "Tell you what, you've been going too slow." "Too slow? What do you mean?" "Well, you see, it's like this: these speedometers are apt to strike if they're not getting enough to do." "But I haven't got a speedometer!" he cried. "That thing you're looking at is the air lever." I grinned, and took off my waistcoat. "Now," I said, "I'll chuck joking and get to business. Where did you say the leak was?" "Leak?" "My mistake. I think it's your exhaust." "Which is it?" he asked. "This thing," I said, and touched the drip feed glass. "Oh! I always wondered what that was. Can you repair it?" I polished the glass with my handkerchief. "No," I said, "it must be your carburetter after all." "Which is the carburetter?" I studied the machine carefully. "Oh!" I exclaimed. What's happened?" "No wonder the thing's stopped," I said; "you haven't got one.." "Haven't got what?" "Carburetter," I said briefly. "You must have lost it on the way. Tell you what I'll do, I'll ride on and if I find it I'll bring-it back." He thanked me, and I rode on. An hour later, as I sat in the Travellers Arms, the novice walked in.

"Ah!" I cried; "you found it?" "I did," he said, grimly. "You will soon learn all about the different parts," I said sagely. "I'm learning all right," he said, slowly. "For instance, I noticed as I came in that your petrol tank tap was turned on and your tyres were both punctured." I rushed out and found that he was right; but I did not return to congratulate him on his powers of observation.

AUCTION

The club wishes to sell a donated Pagsta Motorcycle 250cc twin as seen in the parts store. The bike was recently licensed and running. This would represent a cheap motorcycle for anyone interested. We are offering this bike by a closed sealed bid auction. There is no minimum bid required. Bid whatever you think it is worth. Put your bid in a sealed envelop and leave it in the parts store.



Wanted

Wanted – Girder forked rigid frame bike (BSA M20 or similar) looking to purchase a complete & running bike. Would prefer something rough/ready/original than fully restored. Would happily consider other brands. Also looking for a spare gearbox in excellent condition for my rigid B33 (same as late M20 with the horizontal clutch arm). Would also love to purchase a complete B33 engine as a spare if anyone has one sitting around. Owen Wachla 0410440650
owenwachla@live.com.au

Services

SMALL ENGINEERING JOBS: turning, milling, repairs, odd remanufactures etc. For helpful and friendly service please contact Eric Gibbons, phone 9496 1508, or Steve Shelton 0472 730 333

ASSORTED ENGINEERING SERVICES. Reboring & resleeving, turning, milling, welding, and repairs or remanufacture of faulty part. Located N of the river. Don Price 9304 3807 or mob 0478632159

VINTAGE STEEL for all your Motorcycle Mudguards. The world's finest veteran, vintage, classic and custom mudguards are made right here in WA. Michael Rock #104 and Andrew Repton #223 www.vintagesteel.com.au Ph 0497 999 011

A black and white advertisement for Kraken Aqua Blast Surface Restoration. The logo features the word 'KRAKEN' in a large, stylized font with an octopus illustration. Below it, 'AQUA BLAST' is written in a bold, sans-serif font, followed by 'SURFACE RESTORATION' and 'YOUR VAPOUR BLASTING SPECIALIST'. Two images of engine components are shown. At the bottom, contact information is provided: 'LOCATED IN BELMONT - BOOK TODAY', a Facebook icon, 'KRAKEN AQUA BLAST', a phone icon, '0499 982 720', an email icon, 'KRAKENAQUABLAST @ GMAIL.COM', and a QR code.

Club Regalia

VMCCWA REGALIA CURRENT PRICE LIST : - Regalia Officer - Andrew Hobday - 0411 358 428 (leave message) -
We can walk and talk like a club, but let's look like a club, Please help Andrew out, he has a lot of stock on hand.

Hi- Viz Vest	\$20	Winter Jacket	\$80	Cloth Badge	\$10
Polo Shirt	\$25	Machine Badge	\$20	Fleecy Top	\$50
Windcheater	\$35	Stubbie Holders	\$5	Winter Jacket	\$80
Cap	\$10	Floppy Hat	\$13	Machine Badge	\$20
Beanie	\$12	Sticker/Decal	\$2 or (3 for \$5)	Stubbie Holders	\$5
Lapel Pin	\$10 or (2 for \$15)				



I've got a horrible feeling I'm under surveillance. I've been looking at Google Street View, and the same van has been parked outside my house, for a week now.

Police announced today that they wish to interview a man wearing high heels, a short skirt and frilly knickers - but the chief constable said they must wear their normal uniforms.

Many scientists agree, the only way to solve the planets worsening energy crisis, is for the whole world to convert to solar power, but that's not going to happen overnight.

Took my wife out for tea and biscuits, she wasn't keen on giving blood though!

Sad, sad people are setting off fireworks in the middle of October, it got so bad, it frightened the cat and she ran up the Xmas tree!

For some time, my wife's had this ridiculous idea that I'm playing too much golf. Actually, it came to a head at about 11.30 last night. She suddenly shouted at me: "Golf, golf, golf. All you ever think about is bloody golf!". And I'll be honest, it frightened the life out of me. I mean, you don't expect to meet somebody on the 14th green at that time of night.

They should put more money in the ATMs. This is the tenth one I have been to this week that's had insufficient funds!

Insomnia suffers, look on the bright side, it is only three more sleeps to Xmas!

For my first job, I was a plumber for 150 years - but that's just an estimate.

I was sat at the kitchen table surrounded by a huge pile of overdue bills. When I got a phone call to say a rich distant relative had died. My problems were solved. He left me his paper shredder.

I keep having the same dream where I'm a horse, that's 5 nights on the trot ...



Below....and a fine!







VINTAGE CHATTER



ALBANY CHARITY RUN

CONTACTS

VMCCWA (Inc) is affiliated with the Vintage Motorcycle Club of U.K. (Inc)

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1st Time Examiners: DoT authorised vehicle examiners are listed on the Club website - vmccwa.com/oilyrag

Dating Officer: Pre 1931: Michael Rock - 0437999009 - michael.rock@iinet.net.au

Dating Officer: 1931-Pre 1970: Maurice Glasson - 0410000617 - mvg50@bigpond.com

Dating Officer: 1970 on: Jeff Sanders - 0411750767 - sti22b@live.com.au

Machine appraisal:

contact any of the following officials to arrange a suitable time & place for machine eligibility inspections:

Keith Weller - Bushmead - 92742476,

Greg Eastwood - Coolbinia - 0438041072,

Jim Douglas - Kallaroo - 94016763,

Maurice Glasson - Mandurah - 0410000617,

Les Vogiatzakis - Dianella - 0488915103,

Murray Barnard - Roleystone - 0434215665

Hans van Leeuwen - Mount Nasura - 0419921693

Jeff Sanders - Serpentine - 0411750767

Lynton Morgan - Albany - 0438447330

Andrew Duncan - Albany - 0428996334

OFFICIALS

Membership Secretary: Mario Cudini - 0418212863 - membership@vmccwa.com,

Assistant Membership Secretary: Mike Blake - 0404692425 - mikeblake@iinet.net.au

Welfare Officer: Adrian White - 0438335563 - sheryl_w1@bigpond.com

Spares Store: Chas Bayley - 0422339693 & Bob Cary - 0447788295

Librarian: Ken Vincent - 92932093 & Gary Tenardi

Club Regalia: Andrew Hobday - 0411358428 (leave message)

CMC Rep: Les Vogiatzakis - 0488915103 - les@dgas.com.au
Invigilator:

Meeting Registrar/Raffles: John Laurance

Unit Caretaker/Property: Andrew Hobday - 0411358428

Tearoom: Ian Patterson

Event Backup: John Mills 0421738853 or Eric Gibbons 94961508 (when available)

Wattle Grove Clubrooms: 265 Hale Rd Wattle Grove

VMCCWA Bank Transfers to - B.O.Q. BSB – 126547 Acc - 21998733

Club Postal address: P.O. Box 2268 High Wycombe, W.A. 6057

Club Unit: Unit 4, 4 Malcolm Road Maddington

Website: www.vmccwa.com/oilyrag

Front cover: Santa's helpers for 2022: Sue Fiander
Gayle Morgan and Nigel Fiander



LIFE MEMBERS 1975 to present (Awarded for sustained service to the Club, listed in alphabetical order):

Deceased: Jack Berkshire, John Boyd, Ron Cherrington, Jim Clark, Bill Cowlin, Bert Holmes, Eric Langton, Ernie Legg, Charlie Lawson, Max Madill, Barry Makin, Ron Morrison, Ray Oakes, John Rock, Ern Serls, Peter Stocker & Jim Wallace

Current: Paul Armstrong, Murray Barnard, Chas Bayley, Ron Chave, Norman Chester, Frank Cocks, Jack Cunningham, Rex Edmondson, Brian Lawrence, May Makin, Terry McKie, John Moorehead, Bill Morrell, Shirley Morrell, Barry O'Byrne, Keith Perry, Ed Shekell, Ken Vincent, Dave Weeks, Keith Weller & Adrian White.



NEXT CHATTER: The next Chatter will be the April 2023 issue. Any contributions required by mid March 2023 at the latest, thanks.

19 March 2023

Back your Club now. Register to display your bike or bikes at the Classic Motorcycle Show and Swap Meet. Do it now on the Club Website: It is as easy as pie - copy and paste the following link:
<https://events.humanitix.com/old-iron-classic-motorcycle-show-and-swap-meet>
Failing that, email or phone details to the Editor: Murray Barnard



It is that time again! The Old Iron Classic Motorcycle Display and Swap Meet is coming again to the Cannington Exhibition Centre on 19 March 2023. Club members are invited to display their machines.

For girder fork machines please advise Ken Vincent on bognorridge@yahoo.co.uk if you can display a machine or machines.

For all other machines please notify Murray Barnard on ildottore@inet.net.au if you can display a machine or machines.

The theme for the 2023 Show is Two Strokes, so please bring any two strokes you have, otherwise bring what you have,

Please register early to assist in planning for this important Club event.



Free entry on the day if displaying a machine. Machines secured overnight if delivered on Saturday between Noon and 5pm.

HELP NEEDED

Jim Clark produced 3 foolscap sized booklets of sketches over the years. One was for the Club's NZ trip, one for the Overlander re-enactment and finally one for the Club's 25th Anniversary. I have a copy of the Overlander Re-enactment but I am seeking assistance to locate copies of the NZ trip and the 25th Anniversary.

If anyone has a copy of either, could you please contact me as I would appreciate the opportunity to copy them for the Club History. Unfortunately there are no copies of those two editions in the Club Library.

With Jim Clark's passing late last year it is more important than ever that we preserve his work.

Thanks Murray

FOR SALE & WANTED ADS: The Vintage Chatter comes out every two months or so. Ads become stale pretty quickly & it is rare for people to advise that the ads are no longer required. As such For sale & Wanted ads will in future run for one issue only and will need to be renewed for each issue. Simply email the Editor or phone to do so.

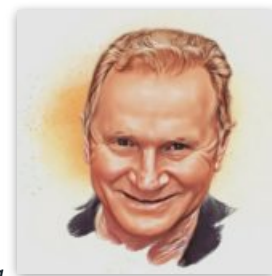
To ensure publication use the online classifieds on the Club website to post ads and photos. The online ads automatically expire after two months.

Advertising is for financial Club members only,

Management Committee Musings:

1. Security fencing is being pursued for the Units at Maddington as well as regular upkeep of the site. Repair of the letterboxes to be pursued as well.
2. Keith Williams, compere and media presenter will MC at the Old Iron Display.
3. Jim Douglas to give a presentation on the Norton rotary at a future monthly meeting.
4. Club database to be re-designed to meet growing requirements for reporting and security
5. DoT audit commenced with reports on financial members with 404 and C4C machines being provided to the Department's DVS Governance section.

Club Events - Stephen Hills



APPROVED CLUB EVENTS - FOR ALL CLUB MEMBERS

Please note: members using fully licensed or 404 concessionally licensed machines can attend any of the events listed below (including monthly & section meetings) without logging their use. Members using C4C concessionally licensed machines must log all machine use. Concessional use is only for going to and returning from an event by the most direct route, as well participating in the event.

MONTHLY MEETING: Wattle Grove Clubrooms - Start at 8pm, 1st Wednesday of the month. Held at 265 Hale Road, Wattle Grove. Parts Store and Library open at 7pm.

PARTS STORE/LIBRARY: The Parts Store & Library are open **Monday mornings each week - 9am-11 am**

COFFEE RUNS: Regular weekly events: Note: may be followed by a lunch run, contact organiser for details.

1. **Northern Suburbs - 10am Wednesdays** at Two Rocks Shopping Centre- Jim Douglas
2. **Eastern Suburbs - 10am Thursdays** at Bean 2 Brook Cafe , Canning Rd, Pickering Brook - Stephen Hills
3. **Southern suburbs - 10am Fridays** - Pengo's Cafe, Shoalwater Bay. Organiser - Stephen Hills
4. **Fremantle – 9am Saturdays** – Meet at Tinsmith Cafe, 16 Stack Street Fremantle Organiser – Stephen Hills

SECTION MEETINGS

Albany Section - Monthly meeting: 1st Thursday of the month, 7.30pm sharp. Little Grove Albany. Club runs are held on the 2nd Sunday of each month, departing Amity parking area at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing Amity parking area at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along. Contact: Secretary: Nigel Fiander – 0417997580 blufame@bigpond.net.au

Post 70s Section - Meeting 3rd Monday of each month. Clancy's Fish Pub, 51 Cantonment St, Fremantle – 6pm. Organiser: Stephen Hills

Pre31 Section - Meet every 4th Wednesday of the month, 7.30pm, Eric Langton Room, 265 Hale Rd, Wattle Grove (except December). - Chair: Ken Vincent - 92932093, Secretary : Art Woldan - 93303264, Treasurer: Jeff Sanders - 0411750767. Fees payable to BSB 036-087 - Acc 778468.

APPROVED EVENTS CLUB RUNS - ALL MEMBERS WELCOME

(Note: no need to log approved event attendance if on 404 machine. C4C owners must log all machine use.)

2023 CALENDAR EVENTS

(Note: main events held on the 3rd Sunday of the month, wherever possible).

February 1: Monthly Meeting: Wattle Grove Clubrooms - 8pm

February 19: Roley TT: Ride through the Hills. Show you have what it takes to ride the Isle of Man at the speed limit! The TT run is approx. the length of a lap of the TT circuit. Great roads through the hills to Churchmans Brook Dam Bedfordale where refreshments and a BBQ will be available from the Club Events Trailer, made available on site thanks to Stephen Hills. Assemble 9.00am, depart 9.30am, at the start line ,which will be at Keith Weller's, 122 Bushmead Rd, Hazelmere. Plenty of parking for trailers. Contact: Murray Barnard 0434215665 ildottore@iinet.net.au

February 26: Old Forkers and Display by the Australian Ariel Register: Hosted by the Pre 31 section of the VMCCWA to highlight the section and display old and girder fork bikes. Short

run about 45min, good for veterans. Start at the club grounds Hale Rd and return about 9.00 am for BBQ breakfast. All VMCC club bikes are welcome to come on the ride or just take in the display. Bring your oldest bike. The breakfast will be a \$5.00 donation. 7.30am for 8.00am start. Enquires Ken Vincent - 9293 2093 or 0439 294 366.

March 1: Monthly Meeting: Wattle Grove Clubrooms - 8pm

March 5: Classic Cars & Coffee Display - UWA car parks. 3&4 Hackett Drive Nedlands VMCCWA Classic Motorcycle Display to promote Old Iron 2023 - 8.30-10-30am. Display bikes \$10 donation to Prostate Cancer Foundation Aust. Please register your bikes as we need to advise organizers of numbers Contact Steve Hills steve.mag@icloud.com or 0413678604

March 19 2023: Old Iron Classic Motorcycle Show & Swap Meet: at the Cannington Exhibition Centre. Members registered to display machines at the Show may enter the Showgrounds on Saturday afternoon to unload their bikes. The grounds will be secured overnight and exhibition hall will be manned at all times. Alternatively entry is available from 6 - 8am on Sunday for members registered to display machines. Entry is free for members displaying machines. Entry for all other members will be through the public gate at 8am. Again, the club is seeking club eligible machines for display. To register machines for the

display, register on the Club website or contact Murray Barnard via phone or email at 0434215665 or ildottore@iinet.net.au

April 5: Monthly Meeting: Wattle Grove Clubrooms - 8pm

Apr 16 - Chittering Run - Meet at Ampol S/Stn Toodyay Rd Stratton 9.00am stands up at 9.30. Travel through Bullsbrook, Gidgegannup, Toodyay, Chittering Valley to the Tailwinds Cafe Bullsbrook for Lunch. Make your own way home from here or travel in convoy via Gt Northern Hwy with back up vehicle to start point. Contact Steve Hills 0413678604 or steve.mag@icloud.com

Apr 29-30 - Jurien Bay Vincent Collection Visit - Jim McGregor organiser

May 3 - Monthly Meeting at Wattle Grove - from 7 p.m.

May 21 - Cafe Hop Hillarys - Wanneroo - Stephen Hills

Jun 7 - Monthly Meeting at Wattle Grove - from 7 p.m.

Jun 18 - Peter Groucott Ride - Stephen Hills

Jul 5 - Monthly Meeting at Wattle Grove - from 7 p.m.

Jul 16 - Machinery Preservation Club - Midland Railway Workshops - Stephen Hills

Aug 2 - Monthly Meeting at Wattle Grove - from 7 p.m.

Aug 20 - Keith's BBQ - Keith Weller

Sep 6 - Monthly Meeting at Wattle Grove - from 7 p.m.

Sep 15-17 - Orabandon - Richard Argus

Oct 4 - Monthly Meeting at Wattle Grove - from 7 p.m.

Oct 15 - WA TT - Stephen Hills

Nov 1 - Annual General Meeting at Wattle Grove - from 7 p.m.

Nov 18-19 Gypsy Tour - Stephen Hills & Lynton Morgan

Dec 6 - Monthly Meeting at Wattle Grove - from 7 p.m.

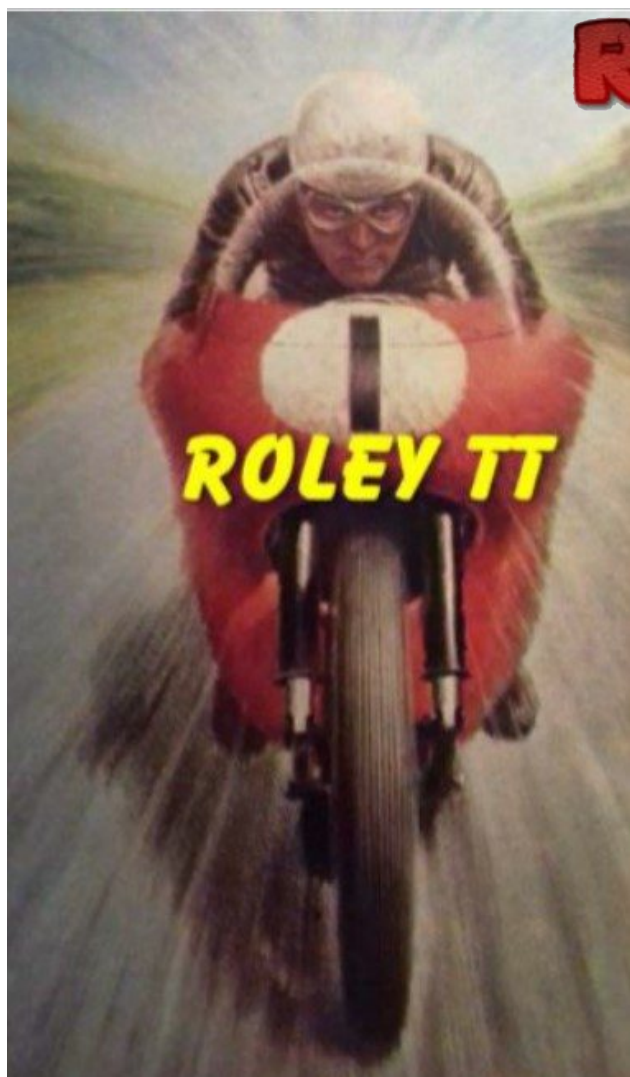
Dec 3- Dam Early Run - Stephen Hills

Dec 26 - Boxing Day Breakfast - Ken Vincent

PRE31 SECTION RESTRICTED EVENTS:

Apr 22/23 2023 - Old Hotel Run to Greenhills - restricted to pre 1949 machines - details in this Chatter

May 6/7 2023 - Roaring 20s Run - details TBA - Restricted to machines manufactured prior to 1931



ROLEYSTONE TT



February 19: Roley TT: Ride through the Hills with Roley TT veterans. Thrill at the challenge of the Hazelmere Roundabouts. Accept the challenge of the Ridgehill Road. Power up the mountain at Gooseberry Hill. Wonder at the winding roads of Bickley Valley. Pause at Pickering Brook to re-group and then take on the challenge of Canning Mills Road & Soldiers Road Roleystone. Show you have what it takes to ride the Isle of Man at the speed limit! Impress your mates!

The TT run is approx. the length of a lap of the Isle of Man TT circuit. Experience these great roads through the hills to Churchmans Brook Dam, Bedfordale where refreshments and a BBQ will be available from the Club Events Trailer, made available on site thanks to Stephen Hills.

Assemble 9.00am, depart 9.30am, at the start line, which will be at Keith Weller's, 122 Bushmead Rd, Hazelmere. Plenty of parking for trailers. Contact: Murray Barnard 0434215665 ildottore@iinet.net.au. Keith will be away but he has made the Hazelmere pits available for this perennial favourite run.



Vale - Joy Wallace: Jim Wallace #3 was a founder member of our Club. Jim died many years ago. Now, sadly, we advise his daughter Joy has passed away, aged 64. Joy was also a keen motorcyclist with the Club, completing the Club's NZ Tour in 1983 with her Royal Ruby. Our condolences to her family and friends. Photo left: Joy piped away the Overland Re-enactment Tour in Forrest Place in 1990.

Vale - Colin Maxfield: One more very early member of our Club has succumbed to long standing Parkinson's Disease, at 90 years of age, exacerbated by heart problems. Colin passed away on Saturday 19th November. Our condolences to his family.

Christmas Cheer for the Salvos

With pleasure I delivered our annual gifts to the Salvos. As ever, they were most grateful. They always have huge demand from families undergoing hardships we can only imagine, and children particular, are badly affected. They have no concept of how Mother could have no money, how the partner she's finally found the courage to leave gave her none, only bruises. Most kids want a bike, this Christmas, nineteen of them got



their wish, thanks to the efforts of: Art Woldan, Terry Conway, Lat Fuller & Johnny Rotten, a.k.a. Johnny Mulrennan with the 900 Kwaka. Thanks guys, and anyone wishing to join that special list is welcome! Thanks too, for those who filled our Christmas Cheer Bin, with goodies and \$25.

It was a very amiable gathering, at the home of Val and Rex Edmondson, on November 14th. We arrived on about a dozen old bikes, plus a few cars, to present Rex with his new style Life Membership Badge.

Murray Barnard did the honours, eliciting from Rex an enthusiastic response describing his long term pleasure from Club membership. He declared he "felt twenty years younger for our company."

Steve Hills arranged catering, (should we call his guy the Energiser Bunny?), including sandwiches he'd made, plus a few sweets. Thanks Steve. Rex served a couple of terms as President, and in that era resurrected the once very important Busselton Two Day Rally. He put in a lot of work and miles; it was worth the effort, the rally was a great success. Reminiscing took care of the next hour or so, then we all drifted away home. *Adrian White*

Rex Edmondson: On 14 December 2022 Rex Edmondson was presented with his Life Membership badge during a gathering at his home in Willetton. A good turn-up of old acquaintances attended and shared the moment with Rex. Stephen Hills made a big effort, providing sandwiches and refreshments for the gang. *Murray Barnard*



Peter Whiteside: Peter has been a regular, always smiling rider, in Orabandon. Last year he rode a B.S.A. A10. He's also a member of the Indian Harley Club, which operates near his home. On a recent ride, on his Honda twin, the route took them through some delightful twisties, which were fun even at slow speeds. Peter knew there was only one more rider behind him, keeping an eye out for him in his mirror. That moment he wasn't seeing the road brought him undone in the worst way, his front wheel hit gravel, and down he went. Help soon arrived to get his bike out of the bush; in some pain, he rode the battered Honda the remaining hundred kilometres home. The pain became more acute, a medical check revealed three broken ribs.

Peter is a five year member of the O.B.E. (Over Bloody Eighty!) Club. Members have a yearly renewal of their driving licence, mainly by courtesy of their doctor. He's just had a year's renewal granted, but only time and the painful rib-healing will determine whether or not he throws a leg over a bike again. We wish you well Peter.

Vale – Colin Charles Ellis - November 10th 1937 to 2nd January 2023

Colin joined the VMCC late in life and due to ill health was only able to participate in the Bean2Brook event on a few occasions. Colin was born and raised in Kalgoorlie. At the age of 14 Colin started his apprenticeship as a mechanic at Ken Marshall Motorcycles. He joined the Goldfields motorcycle club and competed in scrambles, time trials and flying quarter mile sprints at the track near Kalgoorlie airport. Colin still holds the record for the fastest speed on a 200cc motorbike at that club. Some of the bikes he rode in competition were an all alloy 500cc Triumph and an AJS 7R. After completing his apprenticeship he worked for a year or two in his trade, then changed career to become a Traffic Inspector for the Kalgoorlie Shire. Colin also completed his national Service under the flag of the Cameron Highlanders. Not a shot was fired in anger but he became an expert at peeling potatoes! In the mid 60's he moved to Perth where he took up a traffic inspector position with the Kalamunda Shire. He also joined the Kalamunda Volunteer Bushfire Brigade and was the Shire Bushfire Investigation Officer. In 1975 the State Government handed traffic enforcement state-wide to the Road Traffic Authority manned by WA Police, and Colin subsequently joined their ranks as a Constable. He remained in the Traffic Branch for his entire Police career, firstly as a Patrolman, then to the Vehicle and Equipment section, purchasing and maintaining police cars, motorbikes and equipment. Then onto Vehicle Examiners travelling state-wide inspecting vehicles involved in serious/ fatal crashes, then at



Camera section, home of the Speed cameras, for a short time. His next move was to Heavy Haulage travelling the trucking routes weighing trailers for overweight. His final position was Police Escorts section escorting oversize loads around the state. During his Police career he was part of the motorcycle escorts when International dignitaries came to the state, such as Prince Charles and Princess Diana, King Juan Carlos of Spain and Princess Anne. Colin retired in 1996 and although he rode motorcycles for competition, work and leisure most of his life, his bike a Yamaha 650 Turbo was stored in the shed and caravanning to all parts of the state became his passion with his wife, in particular Exmouth. On joining our club he got his bike rideable again but ill health prevented him from continuing to enjoy his life-long passion of motorcycling. Colin is survived by his wife Chris and a son and three daughters. *Kim Nalder*



Colin and Kim at Bean 2 Brook (photo by Murray Barnard)

Past Events

Dam Early Run

Best laid plans of mice and men.....Steve Hills was laid low by Covid, so Colin Hankinson & Jeff Sanders stepped in to run this event on the day. Blessed by good weather the run was well attended, however, due to the raised incidence of infection the planned BBQ was called off. *Jim McGregor provided the photos.*



Boxing Day BBQ



The ever popular Boxing Day BBQ at Mundaring Weir was well attended early in the morning by a good many hardy souls.





Bean 2 Brook was closed between Xmas and New Year so the Hills Desperados congregated at the Trail Head Cafe in Paull's Valley to satisfy their various addictions. The pea gravel caused concern, as did the flies and hot sun, but everyone had a laff on the day!





Minutes of the VMCCWA Monthly Meeting – 7 December 2022

Held at Wattle Grove commencing at 8.00 pm

Chairman: Murray Barnard (acting), Secretary: Richard Argus, Apologies: Les Vogiatzakis, Jim Douglas, Steve Hills, Neil Freeman, Chris Cooks, Andrew Hobday

Members Attending: - 40

1. Microphone Usher: - Rob Rowe

2. Visitors: -3: John Burgess: XS750 Triple, Andrew Mason (has just joined): 1946 AJS 350, John Bathurst.

3 Welfare report - *Adrian White*: Death of Colin Maxfield hasn't been active for some years; membership #39. Death of #3 Jim Wallace's daughter Joy, aged 64. Joy was a motorcyclist and a player of bagpipes, piped off the Overlander.

Les Vogiatzakis immune compromised so won't be going anywhere. Jim Douglas – his words “tell them the silly old sod has a prostate problem which has been rectified by an injection of steam. Getting better”. Gary Tenardi recovering from injury.

4. New Members applications - *Mario Cudini – Membership Officer*. Renewals are flooding in; keep up the good work; all members with concessional licenses need to be paid up no later than dec 31st. Merry Christmas and a jovial New Year; Ho, Ho, Ho. Regards, Mario Cudini, Membership secretary

5. A/Chairman's Report – *Murray Barnard*: Renew membership asap. Representative required for CMC meeting on 19th December 8.00 pm

6. Secretary's Report - *Richard Argus*: Lack of registrations for Old Iron. Also, volunteers required to help.

Inwards Correspondence

a. ESM Strata (Anna Jayadeep) - Quote from gardener for regular attendance. Quote from Rural Fencing Supplies for materials to fence the Maddington unit block. Management Agreement / contract with ESM Strata

b. Vintage Car Club WA (Alex Kirkwood) City Kalamunda requesting access to stores / library to install emergency exit signs. Request to take bins out on Mondays

Outwards Correspondence

a. ESM Strata (Anna Jayadeep): - confirming we are in favour of installing garrison fencing & manually closed gates. confirming our acceptance of quote from gardener email requesting update on outstanding issues.

b. Vintage Car Club WA (Alex Kirkwood) - Details provided of access to parts / library rooms for sign installation. Acknowledging we will place bins on Mondays

7. Finance Report - *Jim Douglas in absentia*: A reminder that all membership fees are due by 31st December.

8. Reports.

8.1 Web, Admin & Chatter Editor & Publisher: - *Murray Barnard; Communications Officer*: Not much change. Website password will change on January 1st; shown on membership renewal card. The Xmas edition of The Chatter is out.

8.2 Library report *Ken Vincent, Librarian*: Barry White has donated books. Next Monday is last the library is open for this year.

8.3 Spares report: *Keith Weller, Spares*: Thanks from Keith Weller to all members for the support during his time in the Spares Store.

8.4 Registrar's Report: *Lat Fuller*: 1 new 404, 6 transfers from full licence to 404. 1 transfer to C4C and 1 transfer of ownership.

Note: members must advise the Registrar if a bike is disposed of.

8.5 Dating Officer's Report: *Maurice Glasson*: Just 2 bikes for dating this month - 1936 Redwing 100 Panther for Ian Hamilton, 1969 T125 Suzuki for Colin Carter. I have also updated an engine change for Michelle Kerr's 1950 BSA.

8.6 Dating Officer Post 70: *Jeff Sanders*: No report.

8.7 CMC Member Representative: John Moorehead attended CMC information meeting in November. It was very well attended (75 – 80 members). Many questions from the floor; made the session worthwhile. Received new 404 and C4C regulations booklets.

9. Events Coordinator: *Stephen Hills*

9.1 Events Past

Gypsy Tour: - Good weather, 50 – 60 bikes, enjoyable collegiate event shared with the Albany Chapter. Colin Hankinson commented it was an excellent run.

Dam early Run: - Approximately 30 bikes assembled at 7.30 am. Unanticipated road works caused a change to the route, but the ride was enjoyable. Riders need to stick to the route (consider the back-up drivers).

9.2 Events Future

Boxing Day Breakfast is organized for 26th December. Destination is a BBQ at Mundaring #1 pumping station.

Pre 31 Section notes: End of Year report was submitted. Also seeking more girder forked bikes for Old Iron display.

10. Regalia Report: *Andrew Hobday*: No Report.

11. General Business.

Hard copies of 404 regulations are available from the secretary. Presentation of Life Membership plaque to Murray Barnard

Membership renewals: DoT are auditing membership records and require names of concessional licence holders.

ASM's (renewing printed chatter subs): ASM's do not have to pay membership but have to pay the fee for The Chatter.

Forthcoming Roley TT: Keith Weller will be unavailable – the event will start from his property however.

Reminder Last opportunity to donate items for the Christmas Cheer Bin; cash is acceptable.

12. Bits & Pieces

Don Price looking for an iron head to suit an A10.

Stan Cheeseman looking for someone in Perth who can service a BTH magneto.

Meeting closed at 8.54 pm.

Minutes of the VMCCWA Monthly Meeting – 4th January 2023

Held at Wattle Grove commencing at 8pm

Chair: Les Vogiatzakis, A/ Secretary: Murray Barnard, Treasurer: Jim DOuglas

Apologies: Richard Argus, Neil Freeman, Adrian White, Jim McGregor, Keith Weller, Bob Cary
Members Attending: - 32

1. Microphone Usher: - Bob

2. Visitors: Harold Dewar

3 Welfare report – Murray Barnard: Sheryl White has broken a bone in her foot. Keith & Shane have lost their beloved dog to old age. Keith Weller has been unwell with an infection. Jim

McGregor has covid & Jon van Bockxmeer has had an eye operation. Sad news is that Colin Ellis passed away on 2 Jan 23. Colin used to work with Ken Marshall in Kalgoorlie. In more recent years living in Lesmurdie.

4. New Members applications - Mario Cudini – Membership Officer.: Kevin Barratt, Ian Poole, Roy Brittain, Andrew Mason, John Burgess, Peter Dutton, John Bathurst, Steven Leslie & Adrian Hiscock.

5. Chairman's Report – Les Vogiatzakis: John Laurence training Jon Voogt tonight to takeover the role of door reception & raffle. Thanks to Jon for volunteering and many thanks to John Laurence for many years of service. Les advised that he has been recovering from a bout of MS, still issues to deal but at least he is back in the chair and looking forward to meeting member's at the Meet and Greet.

6. A/Secretary's Report - Murray Barnard: Still seeking registrations for Old Iron. Also, volunteers to help on the day. Good response at the Dec meeting. Again anyone who can help, please come forward and register your interest in the event.

Albany Section with around 50 members ran the 38th Annual Charity Ride in December to raise funds and to provide gifts to the Salvos. The event was a success with 256 riders on the day. A big job and well done by the active members and committee of the Albany Section whose work is a credit to them and the

7. Finance Report - Jim Douglas: A reminder that all membership fees were due by 31st December. Significant income of \$20,000 from membership fees so far. Bank problems are leading the Management Committee to consider a change of provider. Fees can be paid by credit card in the parts store now.

8. Reports.

8.1 Web, Admin & Chatter Editor & Publisher: - Murray Barnard; Communications Officer

Be aware Department of Transport is auditing club records on financial members with concessional licences. Anyone who has not paid their fees who has 404 or C4C machines cannot use them until the fees are paid.

8.2 Registrar's Report: Lat Fuller – For December 22 there were....three new 404, 2two transfers to 404, one new C4C and 3 transfers of ownership of machines.

8.3 CMC Member Representative: John Moorehead advised that he had obtained hard copies of the CMC booklet on 404.

9 Events Coordinator: Stephen Hills

9.1 Events Past – Dam Early Run, Boxing Day B'fast – reports in the Chatter.

9.2 Events Future – Meet and Greet, Roley TT and Old iron – details in Chatter and online

10 Bits & Pieces – Chris Cooke seeking a 13/16th RN Amal carby Meeting closed at 9 pm.

Kiddies Korner



now.

My budgie broke his leg today so I made him a splint out of a couple of matches. You should have seen his little face light up when he tried to walk.

I've just completed the jig saw puzzle I got for Christmas. To complete it in 3 days is absolutely brilliant because on the box it said 9-10 years.

Bought a Russian Advent Calendar. Every time I open a window an oligarch falls out!

I'm a research chemist and I've been working on the formula for a new laxative that works on contact with the skin, but I made it far too sensitive to start with. It's fine now, but I don't mind admitting that it was touch and go for a while!

You can't believe atoms, they make up everything.



Mick worked at the Guinness brewery for twenty years, but one day he tripped on the walkway and fell over into the beer vat and drowned. The foreman volunteered to inform Mick's widow of her husband's death. He went to her house and when she answered the door, he said: "I'm sorry but I have bad news. I'm afraid your husband passed away at work today when he fell into a vat and drowned." Mick's wife was inconsolable and she wept for several minutes. Eventually she pulled herself together and wiped the tears from her eyes with her apron. She asked the foreman, "Tell me, did he suffer?" "We don't think so," the foreman replied. "He got out three times to go for a pee."

I was watching football in the lounge yesterday, when I heard my Wife say, "Would you like beef, chicken or lamb Darling " " I'll have chicken please " I replied. " Your having beans on toast" she said, " I was talking to the cat ".

I can only sleep on stacks of old magazines. I've got back issues.

I keep dreaming I am a horse. That's two weeks on the trot



A police officer called the station on his radio. "I have an interesting case here. An old lady shot her husband for stepping on the floor she just mopped." "Have you arrested the woman?" "Not yet. The floor's still wet."



Chair: Lynton Morgan 0438447330, lynton.morgan@bigpond.com
Secretary: Nigel Fiander 0417997580, bluflame@bigpond.net.au
Bernie Wolfe - Roving Reporter & Peter Ogborne, Official Photographer

Albany members please note: if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

PLEASE NOTE: Borrowing the section trailer: The section trailer may be borrowed by financial section members for transporting their motorbikes. However the trailer MAY NOT be borrowed when it is required by the Section.

ALBANY SECTION VMCCWA December 2022 MINUTES

Chalet Little Grove 01/12/2022 7.35pm

Chairman-L Morgan, Secretary-N.Fiander (Absent), Treasurer-J.Banks
Present – Members 7, Apologies 9 (see list attached)

CHAIRMAN'S COMMENTS: Gypsy tour with Perth members ending with lunch at the Chalet. Total of 50 riders were catered for under the peppermint trees with water views. Many thanks to Cheryl, Noelene and all the other volunteers. Informal meeting with Jim Douglas and Chalet Committee as to cost and structure of chalet management. Jim is favourable to supporting the cost of maintaining the chalet as it is a unique and worthy asset.

BUSINESS ARISING FROM PREVIOUS MINUTES: January Ride is confirmed. Vintage and Classic Club is hosting an Oldest Bike Ride ending at Emu Point. Route sheet distributed.

CORRESPONDENCE

IN: Email from Murray Barnard enunciating the need to have your membership for 2023 paid up before the 31st December (Email forwarded to all Albany Section Members).

OUT: November minutes to section members, November Coffee Ride Calendar
Moved Accepted John BANKS Seconded Paul ARMSTRONG Passed

TREASURERS REPORT – John Banks: Accepted and Moved Phil RAMSDEN Seconded Paul ARMSTRONG Passed

CHARITY RIDE: Saturday 10th December. Same format as last year. Police escort. Lynton has radio interview Wednesday 7th Dec. Meeting with Collette town square Monday 5th Dec 1.30pm. Those required to be present, Paul Armstrong, John Banks, Ron Hawkins, Lynton Morgan. Ron Hawkins and Lynton Morgan to distribute notification leaflets on Saturday 3rd Dec. Helpers required Parade Street 8.30am. Items to be picked up from Chalet. John Banks to place parking cones 6.00am. Big cheque to pick up, John Banks. Badge Sale, Cheryl Northcott, Karen Armstrong, Ruth Wolfe, Lynton Morgan, Paul Armstrong

ANNUAL RIDES 2023: January 8th Oldest Bike Ride Hosted by Vintage and Classic Club, back up provide. February 12th Treasure Hunt Hosted by Lynton Morgan, back up Ron Hawkins. March 12th Lloyd's Poker Run Hosted by Lloyd Elliott, to be confirmed. April 9th Webby's Pie Run Denmark Hosted by Robin Webb, to be confirmed

Next Meeting – Thursday 05/01/2023 @7.30pm Little Grove Chalet

Meeting Closed 8.25pm Minutes taken by John Banks. Prepared by Lynton Morgan (Gaye)

Charity Run - 10 Dec 2022: the 2022 charity run in Albany was the thirty sixth annual consecutive charity run for the Salvation Army Christmas funds appeal. Approximate numbers attending varied between two hundred and fifty to two hundred and eighty riders and machines taking part, a good manageable number. At this stage unsure of how much money we have raised for the Salvation Army, but the truck had a lot of goods and donations also in it.

The Albany section also donated five hundred dollars on behalf of section members to this great charity, hopefully making someone's Christmas that much more cheerful. Thanks go to Lynton, his time and effort in this event was amazing, the section volunteers who helped with marking out the parking areas, assembling and parking this fleet of machines. The girls taking donations and selling badges, the West Australian police force for controlling the traffic and roundabouts and finally Santa on his thirty third visit to Albany for this great charity.

As news of the total of donations we will post it on our Facebook site, a big thankyou to all who donated and assisted Albany Section of the Vintage motorcycle club of Western Australia.



ALBANY SECTION VMCCWA JANUARY 2023 MINUTES - Chalet Little Grove 05/01/2023 7.30pm

President- L MORGAN, Secretary -N.FIANDER, Treasurer- J.BANKS

Present- Members 18, Apologies 3, Visitors 1

CHAIRMAN'S COMMENTS - Christmas Charity Ride, a very successful Day with over 265 riders. Sold all the badges, collected gifts, vouchers and cash for the Salvation Army. Letter of Appreciation sent to Albany Advertiser for all the Sponsors. Thank you to all the helpers on the day. A discussion ensued about parking at Alison Hartman Gardens. No relevant issues.

PREVIOUS MINUTES - Distributed to members via email. Moved Accepted Bill MORRELL, Sec. Paul ARMSTRONG. Passed

BUSINESS ARISING FROM PREVIOUS MINUTES - Note that the ride meeting place is Amity Quays Rotunda until further notice. This will be reviewed and discussed at the next meeting.

CORRESPONDENCE

IN - Smoke Signal magazine x 2 – circulated, Power Bill (Chalet) In Credit.

OUT - Letter of Appreciation to the Albany Advertiser and Sponsors for the Christmas Ride. Discussion on other agency helpers, I.E WA Police, City of Albany, The Piper, Albany Smash Repairs and Stoney. Discussion ensued. Lynton to follow-up. Club Ride details sent to Murray BARNARD (VMCC Perth), General Meeting Minutes, Treasurers Report and Monthly Rides emailed to Albany Section members. Moved Accepted John BANKS Seconded Bernie WOLFE Passed

TREASURERS REPORT – John BANKS Moved Accepted Ron HAWKINS, Seconded Bernie WOLFE Passed

GENERAL BUSINESS

•**Monthly Ride Starting Place** – Discussion on best places to meet up for the monthly rides included suggestions of Lawley Park, Mt Clarence, Amity Quays, Centennial Oval and others. After a discussion it was decided that Amity Quays would be trialed as the start point and will be reviewed at the next meeting.

Combined Ride With Albany Vintage and Classic Motorcycle Club- Will commence at Mercer Road Info Bay at 10am on Sunday 8th January 2023. Robin WEBB volunteered to drive the car/trailer backup vehicle. This is a “Bring your Oldest Bike” Ride and may finish at the Squid Shack dependent on if it is open or not. Info provided on the day.

Annual rides. To date we have the following: 12th February – Lynton's Treasure Hunt. 12th March – Lloyd's Poker Run, 9th April – Webby's Sidecar Pie Run, 14th May – Nothing organised yet, 11th June – Paul's Fair Weather and BBQ Ride to Cheynes Beach. Rest of year to be discussed.

Coffee Stops – Phil RAMSDEN raised that Sandlewood is a good location if we are permitted to use the restaurant area of the business instead of the back room. The acoustics in the room make it difficult to hear with the noise. It was agreed that the Sandlewood will be utilised when holiday season is over.

Other Coffee Stops – Issues raised about numbers of people at Little Beach including other groups. It was resolved that they enjoy our business and Lynton already liaises with the management before the ride. Also mentioned by Ian REDMAN that Kendenup Café will soon open and this could be a possible ride destination.

PRE 1965 Facebook Exposure – Ed SHEKELL raised the perception that there is not much Pre 65 activity on the Facebook Page. It was agreed that Pre 65 information will be passed to Paul ARMSTRONG for inclusion in the page.

Membership Renewals – Nigel FIANDER raised that there are currently 11 members who appear to have not renewed their membership prior to 31/12/2022. Discussion was held on the impact to concessional Licences held by these persons to the effect that their concessional motorcycles cannot be used on the public roads. Agreed to make a notation on the “Monthly Rides Sheet”.

Next Meeting – Thursday 2/02/2023 @7.30pm Little Grove Chalet.

MEETING CLOSED 8.35pm. Prepared by Nigel FIANDER – Club Secretary



The Norton - Henderson Motor Cycling Club at Rockingham ca. 1925

Motorcycle Timeline

From Big Bang to Big Bangers - Part5 - 1860 to 1885

Brought to you with evident joy for all things motorcycle by my fellow internet colleague & virtual friend, Dave Richmond, who lives in the South Island of the UK (the Isle of Wight). Dave has kindly shared his timeline of motorcycles with us. This part takes us into the middle of the 19th Century where the pace of change picks up. Dave spent many years on the staff of "The Motor Cycle"

1860

A WELCOME ARRIVAL for linoleum, which is easy to clean following essential indoor maintenance.

JEAN-JOSEPH Etienne Lenoir and Pierre-Constant Hugon built engines fuelled by coal gas (available as a by-product of coke ovens). Lenoir's engines, with Ruhmkorff coil-and-battery ignition, were the first internal combustion engines to win commercial success. Hugon relied on flame ignition. Lenoir set up a company in Paris to develop his engines, and used one to power a three-wheeled carriage which he dubbed the Hippomobile. The Hippomobile was so named because its hydrogen fuel was made by Electrolyzing water. Lenoir adapted his engines for other fuels such as coal gas; he built and sold about 400 of them.



FRENCHMAN Gaston Plante invented the rechargeable lead-acid battery.

THEY FOUND oil in the USA. Black gold... Texas tea...

1861

EXPERIMENTS SHOWED that 'town' gas gave more power than hydrogen, and that compressing the gas/air mix would give faster, more powerful combustion.



DRAISIENNE MANUFACTURERS Frenchman Pierre Michaux and his sons Ernest and Henri fitted cranks and pedals to the front wheel: Michaux Snr said it was "like turning the handle on a grindstone". They also fitted a 'spoon' rear brake operated by a twistgrip. So now we had a lightweight two-wheel rolling chassis with pedals, brakes (well, a brake) and steering, all ready for an engine.

BUCKS-BASED RICKETTS bridged the gap between the last of the steam carriages and the first petrol-engined cars. Its little steamers had room for three passengers with a stoker behind the boiler and could cruise at 10mph. The Earl of Caithnes had one and put it to good use; he covered 150 miles in two days in mountainous country from Invernes to Barogell Castle.



Ricketts's lightweight steamers were no mere toys – one did 150 miles in two days.

WO CARRETT DESIGNED a three-wheeled 'steam pleasure carriage' for mill owner George Salt. It boasted a differential and was described by Engineering magazine as "probably the most remarkable locomotive ever made". Salt picked up six speeding summonses in as many weeks; one for doing 30mph—three times the national limit. In a bid to fool the cops he modified Fly-by-Knight to resemble a fire engine and dressed his passengers in uniform, including brass helmets. But he finally accepted defeat and converted it again, to a slow-speed traction engine.



1862

FRENCHMAN ALPHONSE de Rochas published a booklet in which he established the four prerequisites for an economical 'explosion engine'. It amounted to a description of the four-stroke cycle 14 years before Dr Otto independently re-invented it, but de Rochas never ventured beyond the theoretical stage.

THE GREAT International Exhibition in London featured a display of Parkesine, a predecessor of celluloid (cellulose nitrate). The plastics industry was born in good time to be of service to motorcyclists.

YARROW & HILDITCH of Islington designed a steam-driven road carriage. TW Cowan of Greenwich built one under licence and, for a short time, ran it as a once-a-week PSV between Greenwich and Bromley. The

steamer was shown at the International Exhibition, where it attracted a good deal of attention.



For a glorious few weeks denizens of Bromley could catch a late-night steamer home after a night on the tiles on Greenwich.

1863

READING IRONWORKS built more than 100 Lenoir gas engines. Lenoir demonstrated a second three-wheeled "experimental road carriage" powered by a 2,543cc engine rated at 1½hp. Fuel was "a light volatile hydrocarbon, vaporised by a surface evaporating device", which sounds suspiciously like a petrol-fuelled car with a surface carburettor some 20 years before the Germans, or even Butler. It completed an 11km run from Paris to Joinville-le-Pont and back in about three hours.

1864

POWER FROM Petrol! German inventor Siegfried Marcus, while living in Austria, built a single-cylinder two-stroke engine running on petrol, complete with a spray carburettor and low-tension magneto. He rigged it to drive the rear wheels of a cart and drove it for a couple of hundred yards. He was not happy with his first attempt, dismantled it and built a more sophisticated version.

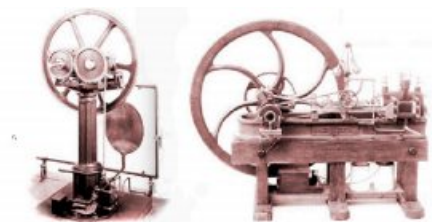


[An extremely honourable mention to the petrolheads who ran the Viennese museum where Siegfried's automobile was subsequently deposited. When the Nazis came to power they ordered the car and all records of its existence to be destroyed

because Siegfried Marcus was Jewish. Marcus was removed from German encyclopedias as the inventor of the modern car, under a directive from the German Ministry for Propaganda during World War II. His name was replaced with the names of Daimler and Benz. The museum staff risked their lives by defying the Nazis' orders; they bricked up the car and associated paperwork in the cellar. It, and one must hope they, survived the war; it was restored and is still on show.].

1867

THE OTTO-LANGEN engine, designed and manufactured by Nicolaus Otto and Eugene Langen at their factory in Cologne, beat the Lenoir engine to win the Grand Prize at the Paris Exposition of 1867 as the most efficient gas engine.



The Otto & Langen gas engine (right) beat the Lenoir engine to win the prize for the efficiency at the Paris Show.

ROBERT THOMSON (who had patented a pneumatic tyre in 1846) built a number of road steamers shod with solid Indian rubber tyres. They were heavy traction engines, but some were geared high to suit passenger services. Robert Thomson's steamer, running on 5in-thick rubber tyres, could haul loads up to 40 tons, or omnibuses, up Edinburgh hills.

INEVITABLY, WHEN TWO enthusiasts met, they raced—and to hell with the Red Flag Act! The Engineer reported: "On Monday morning, the 26th instant [August], in accordance with previous arrangement, two road steam carriages, one made by Mr Isaac W Boulton, of Ashton-under-Lyne, [and driven by Thomas Boulton] having only one 4½in cylinder 9in stroke, the other, made by Messrs Daniel Adamson and Co, of Newton Moor, having two cylinders 6in diameter, 10in stroke, started from Ashton-under-Lyne at 4.30am for the show ground at Old Trafford, a distance of over eight miles. The larger engine, made by Messrs Adamson and Co, is a very well-constructed engine, and had a good quarter of a mile start of the smaller machine. The little one, with five passengers upon it, passed the other in the first mile, and kept a good lead of it all the way, arriving at Old Trafford under the hour, having to go steady through Manchester. The engine made by Mr Boulton ran the first four miles in sixteen minutes. The running of both engines is considered very good. On arrival at Old Trafford they tested their turning qualities, and both engines turned complete circles of 27ft diameter, both to right and left, frequently." Thomas Boulton wrote: "...the distance was over ninety miles in one day without a stoppage except for water. I believe this to be the longest continuous

run on record ever accomplished by any road locomotive within twenty-four hours."

1868

IN FRANCE, between 1867 and 1871 velocipede manufacturer Pierre Michaux teamed up with steam engineer Louis Gillaume Perreux to develop the velo-a-vapeur. Belts ran from the remarkably compact alcohol-fuelled steam engine to pulleys on each side of the rear wheel (with pedals on the front wheel). The saddle was mounted just over the boiler, it was claimed to do 9mph and there were no brakes.



IN THE USA, between 1867 and 1869 Sylvester Roper was touring the fairs and circuses with another steam-powered velocipede. It's not clear if his first example used an adapted velocipede frame, a home-made iron frame or a hickory wood frame built by showmen Hanlon Brothers, who made and demonstrated boneshakers at fairs. In any case Roper's steam bike had a rigid, forged iron fork and handlebars that twisted one way to open the throttle and t'other to slow down by applying a spoon brake on the front wheel; drive was by locomotive-style conrods and cranks to the rear wheel.

An enthusiast by the name of WW Austin is variously recorded as a rider, promoter and owner of Roper steamers. However, in 1910 the US magazine Motorcycle Illustrated reported: "It was away back in 1868 that a new Englander, WW Austin, of Wintrobe, Mass, attached a coal-burning steam engine to his bicycle or, as it was then called, velocipede, and thus produced the first American-built motorcycle."



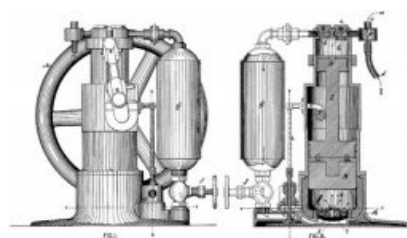
1870

CARLESS, BLAGDON & CO, a chemical company based in Hackney Wick, came up with a solvent which was commonly used to remove nits. It was marketed as 'Petrol'.

1872

GEORGE BRAYTON OF Boston, Mass patented the first in a series of internal combustion 'hydro-carbon engines'; they were fuelled by gas or vapourised fuel oil

such as naphtha. Ignition was by flame and engine pressure was about 45psi. These engines played a critical role in the development of the modern internal combustion engine. Hundreds were made; six still exist.



1876

OTTO-LANGEN & CO continued to develop their four-stroke gas engine; by 1876 their Deutz company had built 2,700 of them. Early models were notoriously noisy and the vibration could damage foundations but they were more fuel efficient than steam engines. In its final form the 'Otto Silent' gas engine is the ancestor of countless modern four-strokes. It was developed with the help of technical manager Willhelm Maybach who brought in a young gunsmith called Gottlieb Daimler. As the engines were made smaller and smoother Maybach and Daimler realised that with a portable liquid fuel they could be made small enough to propel road going vehicles and laid their plans accordingly.



1877

OTTO-LANGEN & Co and the Crossley Brothers, Francis and William, jointly patented the four-stroke cycle: induction, compression, ignition, exhaust. All together now, "Suck! Squeeze! Bang! Blow!"

1879

KARL BENZ patented a two-stroke engine which he had designed the previous year. His other patents included spark ignition using a battery, the spark plug, the carburettor and the clutch.

1880

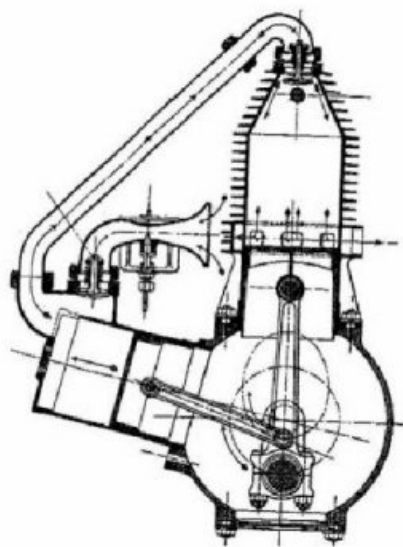
LICKFIELD CONVERTED a Wittig & Hees 3hp single-cylinder two-stroke stationary gas engine to petrol and mounted it on a railway chassis to create a petrol-driven vehicle five years ahead of Daimler/Maybach and Benz.

IN THE USA George A Long patented and built a trike powered by a petrol-fuelled 90deg V-twin steam engine. It featured two-speed rear-wheel friction drive, spoon brakes on the front wheels and sprung seats. He used for a few years after which it was stripped down and the components scattered. But in 1946, when Long was 96, he got together with steam enthusiast John

Bateman and helped him reassemble the trike which is now on display in the Smithsonian Institute where it is listed as "oldest completely operable self-propelled road vehicle in the museum".

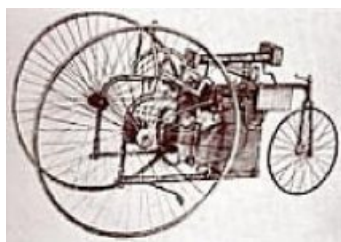


SCOT DUGALD Clerk patented a form of two-stroke engine he had been working on for two years, having started by modifying a Brayton Ready Motor. Unlike the crankcase-compression system which would become the industry standard Clerk's design featured a separate charging cylinder with exhaust and inlet valves in the cylinder head operated by a camshaft, just like a four-stroke. Following the power stroke both valves opened and a supercharger forced fresh air into the cylinder to replace or scavenges the exhaust gas (as no fuel or lubricant was added to this inlet air the loss through the exhaust manifold was not a problem). Fuel was injected as the piston neared top dead centre on the compression stroke; ignition was by compression, as in a diesel engine.



THE PARKYNS-BATEMAN trike featured a twin-cylinder double-acting petrol-fuelled steam engine attached to a Cheylesmore pedal tricycle. It ran well at the Stanley Show and orders flowed in. Then, in a test case, Bateman's sponsor, Sir Thomas Parkyns, was fined a shilling for "improperly riding" his machine (eg at more than walking speed). He appealed, on the grounds that lightweight trikes didn't exist when the red flag law came in. The Appeal Court rejected this defence and British vehicle development ground to a halt until the Light Locomotive Act of 1896. Wheel World magazine commented that British legislation had "cruelly and unnecessarily

clipped the wings of many a lover of rapid locomotion".



LUCIUS D COPELAND of Arizona made a compact steam engine and fitted it into the large rear wheel of a Columbia 'farthing-penny' (in other words it was a penny farther but the other way round). It did a reputed 12mph and must have taken a lot of nerve to ride.



GOTTLEIB DAIMLER and Wilhelm Maybach were respectively director and plant engineer at Gasmotoren Fabrik Deutz (formerly NA Otto & Cie), the world's largest engine manufacturer. They had developed the 200rpm petrol engine that had made the company's name but Otto had no interest in making engines small enough to be used in vehicles so they moved to Cannstatt to work on a 'high-speed explosion engine'. The fuel they chose was a dry-cleaning fluid called petrol. Within a year Daimler patented his engine but first past the post was an Italian, Enrico Bernardi, who, on 5 August, patented a 122cc water-cooled four-stroke rated at a quarter of a horsepower. Bernardi named his 'motorice' after his daughter Pia. He must have doted on her as the first use of the Motorice Pia was in Pia's sewing machine. Daimler was hard on his heels, patenting his engine on 16 December.

ETIENNE LENOIR designed a four-stroke engine for Parisian builder Rouart Freres, leading to a suit for patent infringement. Otto lost in the German and French courts because the four-stroke cycle had been conceived by Parisian Alphonse Beaus de Rochas in 1862. This decision placed the Otto technology in the public domain which, in terms of the evolution of motorised bicycles, was A Good Thing.

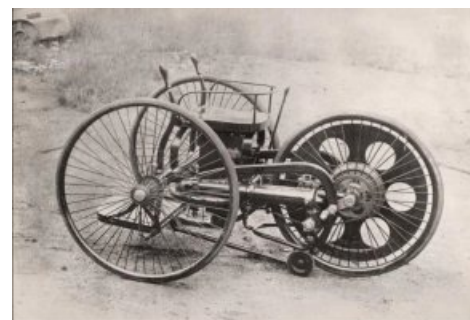
SIEGFRIED MARCUS patented his low-voltage "magneto-electric ignition system".

GERMAN FRIEDRICH Fischer found a way to

make ball bearings that were perfectly spherical; good news for engine designers.

1884

IN A BID FOR FINANCIAL BACKING Edward Butler showed detailed plans for a petrol-engined trike at the Stanley Show. To avoid hassles with the Otto patent Butler built a Clerk-style two-stroke engine. Butler's Velocycle was remarkably advanced, leading many pundits to cite it as the forerunner of the modern motorcycle, despite its third wheel and the fact that it wasn't built until after the usual candidate, the Daimler Einspur, was up and running. (Ixion, let it be said, saw the Velocycle as the first motor cycle and so should all right thinking Englishmen.)



SYLVESTER ROPER (see 1868) made another steam-powered bike but if the 1868 steamer had been a motorised velocipede this one, being the shape of a modern 'safety' bicycle could fairly be called a motor cycle.

LUCIUS COPELAND (see 1881) made another steam-powered velocipede; this time he fitted a 4hp steam engine fuelled by paraffin into a Star farthing-penny and demonstrated it at the Maricopa County Fair. Top speed was 15mph and it could run for an hour before needing more water. He went on to establish the Northrop Manufacturing Company in New Jersey and sensibly added a third wheel, calling his trike the Phaeton Moto-Cycle. It was demonstrated at the Smithsonian Institute.

1885

KARL BENZ COMPLETED his three-wheel 'patent motorwagen' a three-wheeler. Ixion drove one in 1898. The great man was impressed by the advanced transmission but concluded: "I refuse to accept it as a motor cycle." Fair enough, though to be fair Karl wasn't trying to build a motor cycle. A four-wheeler followed in 1891.

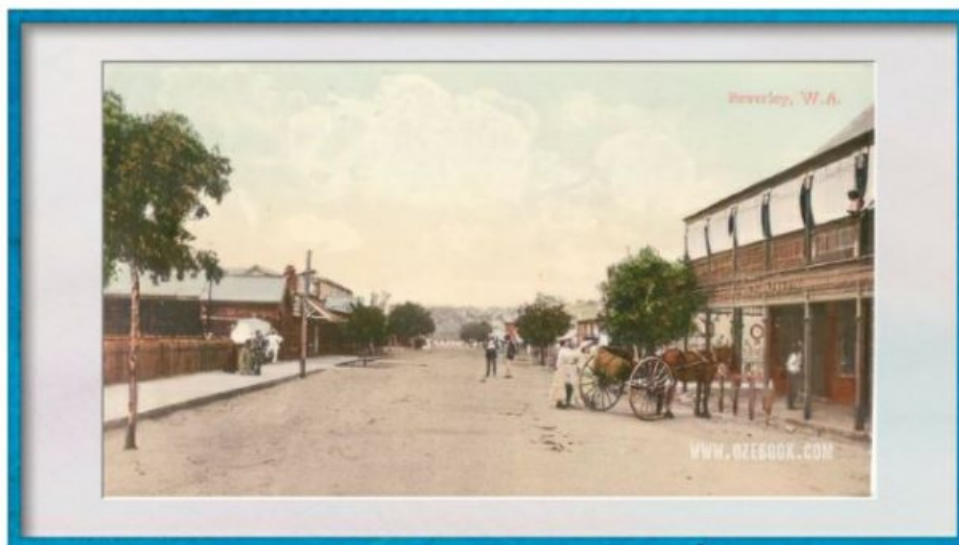


Now the pace of change to what we know as motorcycles begins to pick up!

THE HISTORY OF THE BEVERLEY MOTOR CYCLE RACE - 1904-1905

by Murray Barnard

Beverley



At the same time as the Beverley to Perth bicycle race was taking place in 1901 another interesting run of a different kind was in progress. Mr. Armstrong, of Armstrong's Cycle Agency, travelled up to Beverley on Friday 4 October 1901 on one of his new "motor bicycles" (as it was termed in the West Australian of 8 Oct 1904). He saw the race start on the Saturday morning, and leaving an hour after the scratch men, ran the 23 miles to York in three-quarters of an hour.

There he picked up T. Jewell, whose machine had broken down, and towed him right to Perth. From Sawyer's Valley another rider was also towed along, and the party arrived in Perth a few minutes after the winner of the big cycle race. The actual travelling time from Beverley to Perth was 4½ hours, including towing the other riders. The machine Mr. Armstrong rode was one of the Werner motocyclottes for which the firm is sole agent. (It was on one of these motors that Rivierre rode from Paris to Bordeaux, 268 miles, in 12½ hours).

A Peak Hill gentleman who purchased one of these machines from Armstrong's, telegraphed that he had ridden from Nannine to the Peak, 112 miles, in 6½ hours. Mr. Mason, the manager of Armstrong's Cycle Agency, lately left for an 1100 mile trip on the goldfields, among the Armstrong agents and branches, and will ride a Werner right through.

1904

A special meeting of the council of the League of W.A. Wheelmen was held on 11 Jun 1904, when it was decided to hold a motor race over the "Beverley" course, starting two hours after the Beverley cycle road race. The horse-power of the motors was limited to 2¾ h.p. The allotment of the prizes, which will amount to between £30 and £40, was postponed until the next ordinary meeting of the council.

The *Kalgoorlie Miner* Fri 24 Jun 1904 reported that the League of West Australian Wheelmen intend holding a motor race on the Beverley to Perth road (116 miles), limited to motor cycles of 2¾ hp and under, on July 30, 1904. The prizes will be substantial amounts, but prize money and nominations and acceptances have not yet been fixed.

The Mail (Fremantle) Sat 2 Jul 1904 reported:

BEVERLEY-PERTH ROAD RACE - A MOTOR CYCLE EVENT

Mr E. E. Leonard, Secretary W.A. Cyclists Union, is in receipt of

a letter from Mr W. Malcolm, secretary of the WA League of Wheelmen, intimating that it is the intention of the League to promote a motor cycle race, limited to machines of 2¾ h.p. and under, over the Beverly to Perth course, about 116 miles, on 30th inst. The race will start two hours after the Dunlop Co.'s race on that day. The prizes will be fairly substantial. Cyclists are now in active preparation for the big Beverley - Perth event. This is to be decided a fortnight hence, and is already attracting considerable attention. It is anticipated that the roads will be in good order. A few hours after the Beverley to Perth contestants have been despatched on their way, a motor contest over the same journey will commence. Satisfactory entries have already been received for this novel race, which takes place on July 30. Motor racers and wheelman should conclude the course at about the same time.

The *West Australian* of Tue 19 Jul 1900 reported:

BEVERLEY MOTOR. RACE

The following entries have been received for the Beverly Motor Race:-- H E. Hendy. G. Brown. A. R. Davis. F. Mallabone. C. H. Carrick. V. Woods. R. B. Gilmour. R. S. Sampson. H. V. Sampson (ridden by H. G. Lynne), F. W. Cato, W. McKnight, P. Grant, F. H. Hollway, R. Ward, A. Jewell. D. A. Jewell, and C. Morrison. The handicapper declines to declare the handicaps of any of the motors until the entrants furnish him with the League measurer's certificate of power.

From the *West Australian* Fri 22 Jul 1904

THE BEVERLEY MOTOR RACE - THE HANDICAPS

The League handicapper. Mr. J. H. Hilder, has declared the following handicaps for the Beverley Motor Race; to be contested over the Beverley course on July 30.: Gilmour. scr.; Grant. Henley. Browne, Davies, A. Jewell, D. Jewell, 10min.; Morrison. Carrick. McKnight, Hollway, Ward. and Mallabone, 30min, R. S. Sampson, 50min.; H. G. Lynne and Wood. 60min. Cato, 90min.

A columnist in *The West Australian* of Wed 27 Jul 1904 wrote: Mr. R. Davies, the local manager of the Dunlop Tyre Company, informed me that he had done all that he could to effect the repairing of the damaged culverts on the Beverley course. A fortnight ago he wrote to the Greenmount Roads Board asking that the tenders which had been let for the repairing of the culverts should be pushed on, so as to get the work done in

good time for the Beverley. This energetic, up-to-date body has never replied to the communication. The consequence is that the culverts are still in a state of disrepair.

A party of cyclists who were over the course recently, filled up the culverts with boughs and saplings, and the obstructions are now visible to the approaching rider. It is easy enough to ride round the culverts, where the track is fairly good. The Dunlop Company are going to put signals up at the approach to the culverts, so that riders will not be endangered by the gap in the roads. One or two trees were lying across portions of the course, but it is more than probable that these have already been cleared away. The road, taking it all in all, is in about as good a condition as it was last year.

The route skirts the railway from Beverley to York; thence to Northam and Newcastle, after which a stretch of 30 miles takes the riders to Mayhew's farm. The railway is again met with at Midland Junction, and finishing at the Victoria Park Hotel, Victoria Park, in all a distance computed to be 116 miles. The course from Beverley to Newcastle is of a fairly level nature, but once the cyclist turns his wheel in the direction of Perth, he is met by hills with long, steep ascents, the descents being in places somewhat dangerous. Especially is this so in regard to Greenmount, down which riders are given the choice of riding or walking. A condition of the race provides that competitors must only use one machine throughout, and no pacing or coaching is allowed.

The Daily News Sat 30 Jul 1904:

BEVERLEY-PERTH ROAD RACE A ROUGH RIDE - MOTOR RACE ABANDONED

The most important cycling event of the year eventuated to-day, when the Beverley to Perth road race took place. The big race is now an annual one, thanks to the Dunlop Tyre Company which promotes and manages it, and never fails to attract the best road riders in the State. This year the number of entries quite equalled that of previous years, but the adverse weather conditions reduced the number of starters. All the week the weather has been fine, and it was anticipated that the race would be run under favourable conditions. Last night, however, the fine weather broke, and the rain came down in torrents, turning the country roads into muddy tracks. This morning, when the men faced the starter at Beverley it was still raining heavily, and it was decided that though the cycling race must take place, the motor cycle contest would have to be abandoned. (It was later decided to run the event later in the year on 1 October 1904, when the weather may be more settled).

The West Australian Sat 6 Aug 1904:

The West congratulated the organisers of the race for catering so well for the riders with food and refreshments at the Newcastle stop. They noted however that due to the atrocious weather and retirements that 3/4rds of the food was not consumed. They further noted that the many riders (motor cyclists) coming down in the train, back to Perth, disposed of much of the leftover food, 12 satchels of food were distinguished by their absence afterwards!

Councillors waxed enthusiastic at the last Victoria Park Municipal Council meeting about the Beverley. One rather fault-finding councillor said that he was dissatisfied about the race, which he understood, was to have finished elsewhere. Immediately, one of the civic fathers sitting directly opposite the malcontent, rose to throw, some light upon the subject. in correcting his fellow councillor. "I saw more people in Victoria Park last Saturday," he continued, "than I have seen here for the last five years. While they were there, about £2.000 worth of land was sold. I wish we had Beverleys every week so as to

allow people to know there is such a place as Victoria Park. And do the municipality good."



Frank Cato was an entrant in the inaugural Beverley to Perth motorcycle race in 1904, with his Clement-Garrard

The West Australian Sat 24 Sep 1904:

The near approach of the Beverley motor race will come as a surprise to many. When postponed, it became a question of "Aus den Augen, aus dem Sinn" (out of sight, out of mind) and consequently the interest died away. Now the Beverley motor race is looming large before the officials' eyes, but to the cycling public is an almost forgotten quota. Perhaps it would be as well to remind competitors of the conditions of the race, which are as follows :- "All competitors will be required to remain at Newcastle for ten minutes in order to overhaul their machines. Petrol will be available for those who are unable to carry a sufficient quantity for the complete journey. Competitors are warned not to proceed through Midland Junction and Guildford at a faster pace than 15 miles per hour. Infringement, of this rule will render them liable to a fine not exceeding 5 Pounds. An official will be stationed at Burswood railway crossing, who will give warning if a train is approaching, etc.

The route after passing the above crossing, is around Duke street Kingston and Albany roads to Victoria Park Hotel. At each of above turnings an official will be stationed. It will facilitate matters if competitors will, on approaching a checker, call his (the competitor's) name."

The following are entrants:-Cato (1 1/4 hp Clement Garrard) , Wood, H. G. Lynne, R. S. Sampson, Mallabone, Ward, Hollway, McKnight, Carrick, Morrison, D. Jewell, A. Jewell, Davies, Browne, Henley, Grant & Gilmour (2 3/4 hp de Dion home built special).

Of the entrants, it is stated that Davies will not come down from the Goldfields again to compete, and Hollway, lately a member of the well-known firm of Hollway and Grant. is in the Eastern States. It has been remarked that A. Jewell has been recording some "terrific pace" on his machine, evidence of which has been forthcoming.

The Daily News Sat 1 Oct 1904

MOTOR RACING - BEVERLEY TO PERTH - MALLABONE WINS

This afternoon the League of wheelman's big motor cycle race, from Beverley to Perth was run off. It is claimed that this was the first long distance race of its kind held in Australasia. The event was postponed from the day of the cycle race over the same course owing to the road being considered by the starter unsafe through rain.

THE 1904 RACE: Of the 17 entrants only half a dozen faced the starter at Beverley. They were:- Cato, Mallabone, Ward, D.A Jewell, Henley & Gilmour. All the men except Gilmour reached York safely. Shortly after the start Gilmour approached a washout at speed and tried to lift his front wheel up by standing up out of his saddle putting his weight over the back wheel.

Unfortunately in doing so he wrenched the bars out of the head stock and was forced to walk to York. Henley dropped out before Northam was sighted, and the other four arrived in the following order:— Cato buckled his front wheel 5 miles out of Northam and had to walk back to catch the train to Perth. Mallabone, Ward, Jewell. Cato and Ward retired after Newcastle was left behind, and Mallabone headed Jewell at Midland Junction by 22 minutes.

The former was never headed, and overcoming oil pump problems on his Minerva and a thunderstorm he reached the Victoria Park Hotel well in front of his rival amidst the cheers of the assembled crowd.



1905

The race was run again in 1905 but to little fanfare and even less publicity....after yet another postponement....

The West Australian Mon 9 Oct 1905:

1905 BEVERLEY TO PERTH RACE - WON BY WYNDHAM

When last year the League of Western Australian Wheelmen decided to promote a race for motor cycles over the same course as that adopted in the annual Beverley to Perth Dunlop Road Race, they were unfortunate in their selection of the date for the race, which was the same as that of the classic road event.

Heavy rain necessitated its postponement, and it was subsequently run off when interest had to a very considerable extent ceased to be evidenced in regard to the event. History repeated itself this year, for the motor race had to be postponed from Beverley day until Saturday last. Interest had flagged and there was no outward signs of excitement on the faces of the small number of persons which had gathered at the weekly rendezvous of cyclists at Victoria Park.

Saturday proved to be an ideal day for racing, and the motorists looked forward to a pleasant ride to the metropolis when they assembled at the starting place at Beverley at 10 o'clock. There were 9 starters, R. L. Ward was sent away at time, to be followed 15min. later by G. Wyatt, G. Wyndham, and V. Woods. After this trio had been out for 10min F. Mallabone and C. Morrison were started. At 10.37 a.m., Don Jewell and R. B. Gilmour were sent away, and 8 min. later E. A. Spalding was allowed to set out on his task of overhauling the field. Troubles commenced at an early period of the race for Ward, before he had gone very far, broke the terminal off his accumulator, and he was thrown out of the running.

Wyndham left his co-markers almost from the jump, and entered York 2min. ahead of Wyatt. Mallabone, who won last year's event, was driving his machine well, and he caught Woods. He passed the officials at 11.11 a.m.--5min. after the first man. Morrison showed up 7min. later, and a minute ahead of Woods and Don Jewell. A minute later Gilmour sped through. Spalding, who had met with bad luck, passed through at 11.33.

On the journey to Northam Mallabone continued to ride well, and he overhauled Wyatt. Wyndham drew away, however, and increased the lead which he had at York by 5min. He passed through Northam at 11.50 a.m., 10min. ahead of Mallabone. Wyatt pursued the latter with a disadvantage of 3min. Jewell steadily crept up, and at this stage of the journey was 1 min. behind Wyatt.

Morrison, whose machine was giving him some trouble, greeted the officials 18min. later. Gilmour, whose time was not recorded, also passed through. The race from this stage resolved itself into a contest between four men. Of these Wyndham traversed the journey between Northam and Newcastle with 3min. to the good, when he reached the latter place. The clock registered 12.40 when he handed his machine over to the officials at Newcastle, where there was a 10 min. Control.

Two minutes later Don Jewell pulled up 1min. ahead of Mallabone and two ahead of Wyatt. Morrison and Gilmour also reached the officials, the latter at 1.6 p.m. and the former at 1.28 p.m. Turning citywards, with its arduous stretches of hilly country. Wyndham made good use of his start, and was well out on the road before Jewell was allowed to proceed. The latter, however had bad luck along the road, sustaining several punctures owing to which fact Mallabone and Wyatt soon passed him.

The former sighted Wyndham more than once and ultimately caught him. The two riders passed and re-passed each other along the road, but at the foot of Greenmount Mallabone succeeded in getting away. Wyndham never saw him again until near Victoria Park.

At Victoria Park several road races claimed the attention of the customary crowd of people, numbering perhaps 200 souls. According to the programme, the motorists were timed to arrive at the finish at 5 o'clock. Consequently no L.W.A.W. official was on the spot when Mallabone and Wyndham crossed the line after covering the distance in very quick time.

At about four minutes to 3 o'clock a motorist, evidently labouring under difficulties, pedaled and rode into view. Immediately there was some excitement, and inquiries for the time keeper and officials were heard on all sides without result, for the official were absent. As he drew nearer, the rider, who was recognised as Mallabone, and who had punctured near Barndon Hill, was hailed as the winner.

"Here's another." someone cried, and a rider, who subsequently was found to be Wyndham came flying down the road, going four to Mallabone's one. The excitement was intense as the back man closed on his opponent. Fifteen yards from the line Wyndham passed Mallabone, and won the 1905 Beverley motor-cycle race. Twenty two minutes later Wyatt ran into third place and fifteen minutes later still "Don" Jewell finished. A gentleman who was acting as timekeeper for one of the road races took the times of the finishers.



1905 RACE RESULTS:

The results were therefore. - Wyndham (2 h.p. Minerva) – 1 (Riding time. 4hr. 33min.), Mallabone (2¼ h.p. Rover) 2 (Riding time. 4hr. 3min. 10sec.), Wyatt (2 h.p. Minerva) 3 (Riding time. 4hr. 55min.), Jewell (2½ h.p. Sarolea). fastest unplaced (riding time 5hr. 1min. 30sec.).

When spoken to subsequent to the race Wyndham, who is a traveller for Armstrongs Cycle Agency ascribed his win to a great extent, to his knowledge of his machine, upon which he has covered over 8,000 miles. The roads he described as being dusty and rutty.

He had one fall, and his belt came off twice, necessitating some delay. He let his engine out to its full power going down hills and rode down Greenmount with the aid of his brakes.

Wyndham covered the hilly section from Newcastle to Perth in 2 hours 8 mins.

Thus the era of the Beverley to Perth motor cycle public road races had come to an end.



Owen Page sought to have a picture of himself on an Army WLA from his Army Reserve Days, so a little photo manipulation soon had him back on the sprung seat.

Numb Bums & Oily Rags by Adrian White

No motorbike in this, but it occurred during a Club event and I found it interesting.

I stood and admired the blacksmith's handiwork when we made our annual visit to the Machinery Preservation Society. He'd made a corkscrew, using only a smithy's seemingly heavyweight and cumbersome tools, and heat. It was perfect, all coils equidistant, perfectly round, but then, something was wrong, took me a while to pick it; the screw was wound in the opposite direction from normal. A left handed corkscrew!

How handy. And then he told me it was totally unnecessary, that a friend who lectured in bio-mechanics advised the most powerful and energy efficient combination was a left hander using a right handed corkscrew. It doesn't matter anyhow, despite the panic from connoisseurs and wine snobs, wine tastes just as nice when it's sealed by plastic and metal. This is the era grandkids will ask "What do you do with a corkscrew?"



**MOUNTED POLICE: N.T.
1928.**

This is Mounted Constable Vic. Hall, author of the book 'Outback Policeman' who wrote of his time as a policeman in Western Australia and Northern Territory.

Constable Hall was responsible for policing an area of 10,000sq miles, which he covered mostly by horse. The motorbike was not too good over the rough tracks, in which case he switched to horseback. This also explains the oversized saddlebags on the bike, which are in fact genuine saddlebags, which were normally carried by an accompanying pack-horse.

Constable Hall is wearing riding boots - and even in the heat of the northern climate,



RED CROSS WARTIME MOTORCYCLE DESPATCH - Perth WA April 1942 - Miss M. JeGust with Triumph motor cycle.
Both photos on this page were colourised by Murray Barnard

For Sale

For Sale – 2 Triumph 750 Bonneville. Both have not been ridden for about 5 years and are in going order. Always stored inside & undercovers. Never restored. Both WA Club registered. Can't ride any more after few accidents.!!

1. 1981 USA Model. Electric start, electronic ignition, not perfect but damn close. Original condition. New tyres, matching numbers. About 3,000 miles. \$15,500 ONO.

2. 1982 Australian Model. Condition is good to very good. Matching Nos. Electronic ignition. Club Registered. Not ridden for about 5 years. Always stored inside & undercover. Never restored. 18,300km. \$12,750 ONO. Contact: Warren, wamce78@gmail.com or 0487 799 007



For Sale 1942 BSA M20 500cc with matching engine & frame numbers. Records show that this was a military vehicle sold to the Ministry of Defense on 27-03-1942, and shipped to Western Australia, after WW2 it was sold to Brookings Ltd, at which stage I think it was repainted Green & Black before being resold. I have mechanically restored this bike maintaining this patina. The magneto and dynamo have been overhauled, new tyres and many other parts,, and I have a new replacement front mudguard & tank knee pads. It could also be fully restored to its original military colours without too much trouble. Currently licensed and on a concessional 404 registration. \$10,000 ono.

Contact John Oldland jold@inet.net.au 0422441691



1927 Triumph N, \$16000 The restoration of this machine was featured in last year's Chatters and it has attracted favourable overseas attention. Please contact Elliott Montagu Mob. 0400068097 or email pilottopilotbook@gmail.com

Honda VFR 750F 1991 ON 404 Licence for sale. The Bike runs well and everything works. William Carroll, Ph: 0419960591 or email genghiskhan2@mail.com

1998 Kawasaki ZZR 1100. Odometer 49500kms. New tyres and battery, regular servicing, on full licence for 12 months. Asking \$3000 negotiable. Email Graeme Morrell graemorr@bigpond.net.au Phone number : 0400384902

1953 BSA M21 For Sale - on behalf of the late owner's wife. Good condition and on full license until April 2023. I will give any potential buyer the contact details of the mechanic who maintained the bike for the late owner. Asking \$9500. George Loverock loverock5590@hotmail.com or Ph. 0417914096





Rockingham ca. 1925

OLD HOTEL RUN - 22/23 April 2023

This run is being organised by the VMCCWA Pre-31 section and is aimed to encourage members of all clubs who own a pre 1949 machine and give them an opportunity to get their bikes out of the shed and join us on a visit to some of WA's old, known and lost hotels.

Our fifth Old Hotel run is a 2-day event. We will be riding on quiet, good sealed roads to the Greenhill's Inn for an afternoon meal and staying overnight at nearby White Gum Valley Farm. The Greenhill's Inn approximately 15km East of York. The inn is a superb double story Federation style building, built in 1906 by the first female publican in Western Australia. The start and finish will be from the Hale Road clubrooms. More information closer to the date.

Meet up at 9:00am, stands up at 9:30 AM Saturday 22nd April 2023
Contact Jeff Sanders 0411 750 767

Wanted

Autocycle wanted: Looking to buy a Villiers autocycle or any spares to build one. Zeljko Trlin: 0402020625, Zeljko.Trlin@westrac.com.au

Wanted. Pre 1939 BSA OHV 500cc machine. Absolutely any condition or even just bits. Please contact Richard, alocky@swiftdsl.com.au or +61401065353

Wanted – Girder forked rigid frame bike (BSA M20 or similar) looking to purchase a complete & running bike. Would prefer something rough/ready/original than fully restored. Would happily consider other brands. Also looking for a spare gearbox in excellent condition for my rigid B33 (same as late M20 with the horizontal clutch arm). Would also love to purchase a complete B33 engine as a spare if anyone has one sitting around. Owen Wachla 0410440650
owenwachla@live.com.au

Services

SMALL ENGINEERING JOBS: turning, milling, repairs, odd remanufactures etc. For helpful and friendly service
please contact Eric Gibbons, phone 9496 1508, or Steve Shelton 0472 730 333

ASSORTED ENGINEERING SERVICES. Reboring & resleeving, turning, milling, welding, and repairs or
remanufacture of faulty part. Located N of the river. Don Price 9304 3807 or mob 0478632159

VINTAGE STEEL for all your Motorcycle Mudguards. The world's finest veteran, vintage, classic and custom
mudguards are made right here in WA. Michael Rock #104 and Andrew Repton #223 www.vintagesteel.com.au Ph 0497 999 011

Club Regalia

VMCCWA REGALIA CURRENT PRICE LIST : - Regalia Officer - Andrew Hobday - 0411 358 428 (leave message) -
We can walk and talk like a club, but let's look like a club, Please help Andrew out, he has a lot of stock on hand.

Hi- Viz Vest	\$20	Winter Jacket	\$80	Cloth Badge	\$10
Polo Shirt	\$25	Machine Badge	\$20	Machine Badge	\$20
Windcheater	\$35	Stubbie Holders	\$5	Stubbie Holders	\$5
Cap	\$10	Floppy Hat	\$13	Lapel Pin	\$10 or (2 for \$15)
Beanie	\$12	Sticker/Decal	\$2 or (3 for \$5)		





Adrian White & 500 Royal Enfield



VINTAGE CHATTER



Roleystone TT, Old Forkers, Meet & Greet, Old Iron

CONTACTS

VMCCWA (Inc) is affiliated with the Vintage Motorcycle Club of U.K. (Inc)

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1st Time Examiners: DoT authorised vehicle examiners are listed on the Club website - vmccwa.com/oilyrag

Dating Officer: Pre 1931: Michael Rock - 0437999009 - michael.rock@iinet.net.au

Dating Officer: 1931-Pre 1970: Maurice Glasson - 0410000617 - mvg50@bigpond.com

Dating Officer: 1970 on: Jeff Sanders - 0411750767 - sti22b@live.com.au

Back page: Richard Argus at work on the BSA A7

Machine appraisal:

contact any of the following officials to arrange a suitable time & place for machine eligibility inspections:

Keith Weller - Bushmead - 92742476,

Greg Eastwood - Coolbinia - 0438041072,

Jim Douglas - Kallaroo - 94016763,

Maurice Glasson - Mandurah - 0410000617,

Les Vogiatzakis - Dianella - 0488915103,

Murray Barnard - Roleystone - 0434215665

Hans van Leeuwen - Mount Nasura - 0419921693

Jeff Sanders - Serpentine - 0411750767

Lynton Morgan - Albany - 0438447330

Andrew Duncan - Albany - 0428996334

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Membership Secretary: Mario Cudini - 0418212863 - membership@vmccwa.com,

Assistant Membership Secretary: Mike Blake - 0404692425 - mikeblake@iinet.net.au

Welfare Officer: Adrian White - 0438335563 - sheryl_w1@bigpond.com

Spares Store: Chas Bayley - 0422339693 & Bob Cary - 0447788295

Librarian: Ken Vincent - 92932093 & Gary Tenardi

Club Regalia: Andrew Hobday - 0411358428 (leave message)

CMC Rep: Les Vogiatzakis - 0488915103 - les@dgas.com.au
Invigilator:

Meeting Registrar/Raffles: John Laurance

Unit Caretaker/Property: Andrew Hobday - 0411358428

Tearoom: Ian Patterson

Event Backup: John Mills 0421738853 or Eric Gibbons 94961508 (when available)

Wattle Grove Clubrooms: 265 Hale Rd Wattle Grove

VMCCWA Bank Transfers to - B.O.Q. BSB – 126547 Acc - 21998733

Club Postal address: P.O. Box 2268 High Wycombe, W.A. 6057

Club Unit: Unit 4, 4 Malcolm Road Maddington

Website: www.vmccwa.com/oilyrag



LIFE MEMBERS 1975 to present (Awarded for sustained service to the Club, listed in alphabetical order):

Deceased: Jack Berkshire, John Boyd, Ron Cherrington, Jim Clark, Bill Cowlin, Bert Holmes, Eric Langton, Ernie Legg, Charlie Lawson, Max Madill, Barry Makin, Ron Morrison, Ray Oakes, John Rock, Ern Serls, Peter Stocker & Jim Wallace

Current: Paul Armstrong, Murray Barnard, Chas Bayley, Ron Chave, Norman Chester, Frank Cocks, Jack Cunningham, Rex Edmondson, Brian Lawrence, May Makin, Terry McKie, John Moorehead, Bill Morrell, Shirley Morrell, Barry O'Byrne, Keith Perry, Ed Shekell, Ken Vincent, Dave Weeks, Keith Weller & Adrian White.



NEXT CHATTER: The next Chatter will be the June 2023 issue. Any contributions required by mid May 2023 at the latest, thanks. Contributions on life stories or motorcycle related matters are most welcome.



"Sad to report the loss of a respected long term Club member - Clive Glands. Clive built his own little museum of motorcycles at his property on the cnr of South West Highway and the road to Jarrahdale and often held gatherings of the Club there. It is not long ago that Clive sold off his motorcycle collection to return his love of art. Commiserations to his friends and family. Clive will be greatly missed."

Club database: The Club made a bold leap into the future about 12 years ago. The Club database records membership details and machines and provides reports needed for Club administration and the Department of transport. It was quite an investment at the time and has served the Club well over the years; but it is now getting long in the tooth and lacks the flexibility we need for the future. As well it is one hell of an administrative burden for yours truly! The Club Management Committee, along with our officers engaged in membership and machine registration, will be trialing a purpose built Historic Vehicle Club database to see if it will meant our needs. The database being trialed will help us with better access to membership data, machine data, email, reports, database administration and backups. Best of all it comes at a fraction of the cost per year that a minor code amendment to our existing database can cost us. Also I might get a large part of my life back!

Times are a'changing: People these days seem to be time poor and less interested in long distance extended Club activities such as Rallies and time trials. Machines have evolved as well, are more reliable and require less maintenance. The Club has evolved offering more social meets which are less demanding on time and proving very popular. The Club also welcomes people on any machine to most Club events, the premise being that active members are better than inactive members and also engaging with interested persons will encourage them to obtain and preserve an older machine if they haven't already got one. Rest assured our Club is not the only one having to adapt to change. I think compared to many we are doing well in this regard.



Carol Clark has kindly offered an autographed copy of Jim Clark's sketchbook of the VMCCWA's tour of New Zealand in 1983. This copy has been digitised and the original will go into the Club Library to be preserved. The story of the Club's tour of New Zealand can be viewed online in the Club's History 1957-2022 which is on the Club website. Carol also generously donated Jim's old helmet to the Club for safe-keeping. Jim Clark was a life member of the Club and his profile can be viewed on the Club website in the Life Members volume.

Machine Registration: Lat Fuller is our dedicated machine registrar whose primary role is the receipt of 404/C4C requests after the required steps of dating & appraisal have been conducted. Lat issues the forms required for concessional licensing once financial membership is confirmed. Lat then enters the details on the Club database. To complete his tasks it is essential that members registering a machine on 404 for the 1st time, advise Lat of the vehicle new license number.

The other task Lat conducts for the Club is recording changes of 404/C4C machine ownership within the Club or when transferred out of the Club. In doing so Lat must see written evidence of transfer i.e. the transfer certificate. Lat cannot remove a 404/C4C machine from the register even if you are no longer a financial member of the Club. This is because financial membership of an approved historic Club is a requirement of 404/C4C. The Club reports Club financial membership to the Department of Transport (DoT) each year. If you are no longer a financial member of the VMCCWA and you haven't joined another approved historic Club, and/or, have not completed a new application for a concessional licence with DoT you can expect to get a demand from DoT for payment of full license fees which will be backdated. Never mind, that when you are unfinancial your machine is unlicensed and you are uninsured if you use it on the road.

New Approved Monthly Event: Please note on the Events Calendar that we have a new approved monthly event. The event will be held on the 1st Sunday of each month. It is the Classic Cars, Bikes & Coffee Display held at the UWA. Check the calendar for details.

Metro Area Club Events - Stephen Hills



APPROVED CLUB EVENTS - FOR ALL CLUB MEMBERS

Please note: members using 404 concessionally licensed machines can attend any of the events listed below (including monthly & section meetings) without logging their use. Members using C4C machines must log all machine use. Concessional use is only for going to and returning from an event by the most direct route, as well as participating in the event.

MONTHLY MEETING: Wattle Grove Clubrooms - Start at 8pm, 1st Wednesday of the month. Held at 265 Hale Road, Wattle Grove.

PARTS STORE/LIBRARY: The Parts Store & Library are open Monday mornings each week - 9am-11 am

COFFEE RUNS: Regular weekly events: Note: may be followed by a lunch run, contact organiser for details.

1. **Northern Suburbs - 10am Wednesdays** at Two Rocks Shopping Centre- Jim Douglas
2. **Eastern Suburbs - 10am Thursdays** at Bean 2 Brook Cafe , Canning Rd, Pickering Brook - Stephen Hills

3. **Southern suburbs - 10am Fridays** - Pengo's Cafe, Shoalwater Bay. Organiser - Stephen Hills

4. **Fremantle - 9am Saturdays** - Meet at Tinsmith Cafe, 16 Stack Street Fremantle Organiser - Stephen Hills

REGULAR MONTHLY EVENT: Classic Cars, Bikes & Coffee Display - 1st Sunday of each month. Display bikes in by 8.00 am, event is from 8.30am-10.30am in UWA carparks, 3&4 Hackett Drive Nedlands. \$5 donation to Prostate Cancer Foundation Aust. Contact Steve Hills steve.mag@icloud.com or 0413678604

SECTION MEETINGS

Post 70s Section - Meeting 3rd Monday of each month. Clancy's Fish Pub, 51 Cantonment St, Fremantle - 6pm. Organiser: Stephen Hills

Pre31 Section - Meet every 4th Wednesday of the month, 7.30pm, Eric Langton Room, 265 Hale Rd, Wattle Grove (except December). - Chair: Ken Vincent - 92932093, Secretary : Art Woldan - 93303264, Treasurer: Jeff Sanders - 0411750767. Fees payable to BSB 036-087 - Acc 778468.

APPROVED EVENTS

CLUB RUNS - ALL MEMBERS WELCOME

(Note: no need to log approved event attendance if on 404 machine. C4C owners must log all machine use.)

April 5: Monthly Meeting: Wattle Grove Clubrooms - 8pm

Apr 16 - Chittering Run - Meet at Ampol S/Stn Toodyay Rd Stratton 9.00am stands up at 9.30. Travel through Bullsbrook, Gidgegannup, Toodyay, Chittering Valley to the Tailwinds Cafe Bullsbrook for Lunch. Make your own way home from here or travel in convoy via Gt Northern Hwy with back up vehicle to start point. Contact Steve Hills 0413678604 or steve.mag@icloud.com

Apr 29-30 - Jurien Bay - Vincent Collection Visit - contact Jim McGregor for details on 0410735825.

May 3 - Monthly Meeting at Wattle Grove - from 7 p.m.

May 21 - Cafe Hop Hillarys - Meet at Western carpark Northside Drive Hillarys Marina. Travel north hugging the coast to Yanchep Lagoon Cafe for refreshments. Take Old Yanchep Road through market garden country an around the back of Wanneroo Raceway to Leapfrogs Cafe for lunch. Meet at 9.30am for 10.00am start. Back up provided. Please contact Steve Hills by Phone or Txt for lunch booking by Thursday 12th of May. Contact Steve Hills 0413678604

Jun 7 - Monthly Meeting at Wattle Grove - from 7 p.m.

Jun 18 - Peter Groucott Ride - Meet at Whiteman Park Motor Museum 10.00am for Morning tea under the gazebo. Enjoy a short ride around the park if weather permits. Take a tour of the fantastic Motor Museum at special club price. Then enjoy BBQ and refreshments under the gazebo. \$15 total for Museum entry, food and refreshments. This is a social event if the weather is unkind or you can't ride come by car. Contact Steve Hills 0413678604

Jul 16 - Machinery Preservation Club - Midland Railway Workshops - July 16. Open Day. Social event. If the weather is

unkind or you can't ride come by car. BBQ and refreshments provided by MPC. Contact Steve Hills 0413678604

Aug 20 - Keith's BBQ - Keith Weller's

Sep 15-17 - Orabandon - Richard Argus

Oct 15 - WA TT - Stephen Hills

Nov 1 - Annual General Meeting at Wattle Grove - from 7 p.m.

Nov 18-19 Gypsy Tour - Stephen Hills & Lynton Morgan

Dec 3- Dam Early Run - Stephen Hills

Dec 26 - Boxing Day Breakfast - Ken Vincent

PRE31 SECTION RESTRICTED EVENTS:

Apr 22/23 2023 - Old Hotel Run to Greenhills - restricted to pre 1949 machines - Our fifth Old Hotel run is a 2-day event. We will be riding to the Greenhill's Inn for an afternoon meal and staying overnight at nearby White Gum Valley Farm. The Greenhill's Inn is approximately 15km East of York. The start and finish will be from the Hale Road Clubrooms More information closer to the date. Meet up at 9:00am, stands up at 9:30 AM Saturday 22nd April 2023 Contact Jeff Sanders 0411 750 767

May 6/7 2023 - Roaring 20s Run - Restricted to machines manufactured prior to 1931. Entry fee \$35.00. payable to Pre "31 section VMCC of WA" BSB-036 087 ACC 778468 "ADD YOUR NAME" Post or email to p_slawson@outlook.com or 50 Hull Way Beechboro WA 6063. Entries close on the 22nd April 2023. Start time is at 10.00am Saturday from outside Boyanup Transport Museum Turner Street. Boyanup. Any queries please contact Greg Boothe 0417 891 611 or Peter Lawson 0418 933 535. Entry form on mailing slip with this Chatter.

OLD HOTEL RUN – 22nd & 23rd April 2023 (Pre31 Machines Only)

This run is being organised by the VMCCWA Pre-31 section and is aimed to encourage members of all clubs who own a pre 1949 machine and give them an opportunity to get their bikes out of the shed and join us on a visit to some of WA's old, known and lost hotels. Our fifth Old Hotel run is a 2-day event. We will be riding on quiet, good, sealed roads to the Greenhill's Inn. We will be stopping at the Bakers Hill Bakery for an early lunch break. The Greenhill's Inn approximately 15km East of York. The inn is a superb double story Federation style building, built in 1906 by the first female publican in Western Australia. Website: greenhillsinn.com.au



The start and finish will be from the Hale Road clubrooms. Meet up at 9:00am, stands up at 9:30 AM Saturday 22 April 2023. Accommodation at The Greenhill's Inn is limited to 15 rooms so book early. Single Donga \$85.00, Hotel Room with double bed \$120, Telephone 9641 4095. Other accommodation nearby if required.

Entry Fee: \$15.00 to cover backup. NO CHEQUES - Direct transfer to BSB: 036-087 Account No: 778468. Or pay cash to Jeff Sanders on the day. Contact Jeff Sanders 0411750767.

Past Events



Kent St Weir



ROLEYSTONE TT



Those who followed the route sheet got some nice twisty bits in, Thanks to Steve, Colin & Jeff for the barbie & Eric Gibbons and Flo as backup drivers. Churchman Brook Dam seems a good end point for events like this. Thanks to everyone who participated.









Old Forkers

The Pre31 Section hosted a short run and BBQ at the Wattle Grove Clubrooms in February and the WA Ariel Register attended to display their machines as well. Many early machines were seen running as well being displayed and were enjoyed by everyone in attendance. Pics by Jim McGerger & Richard Argus.



The Arielists







OLD IRON 2023: After much work and preparation over the last 12 months the VMCCWA's Classic Motorcycle Show & Swap Meet kicked off again after a covid inspired hiatus last year. There were 63 swap meet vendors and 148 machines on display across both halls. The selection of machines was exceptional, many rare pre31 machines were on display and the selection of machines in the main hall was exceptional both in presentation and variety. Thanks go out to everyone who displayed a machine or machines. Many thanks go out to the volunteers who helped make the day. Very many thanks to the sub-committee who worked their butts off to make the day a success. *Murray Barnard*



Some Old Iron Profiles

Below: Keith Weller's 1965 CB450 Honda "Black Bomber" which however is red. The Honda CB450 was made by Honda from 1965 to 1974 having a 444 cc 180° DOHC twin engine with the valves controlled by torsion bars. Producing 45 bhp (some 100 bhp/ litre), it was Honda's first "big" motorcycle. Unfortunately it was challenged by bigger Triumph and BSA twins and the Suzuki T500 and Kawasaki Mach III so Honda went on to build the CB750 Four. A lovely restoration by Keith.



Below: Don Price has done a great restoring the Raleigh as a tribute to Rod Marriott. Rod passed away before he could do any work on this machine.

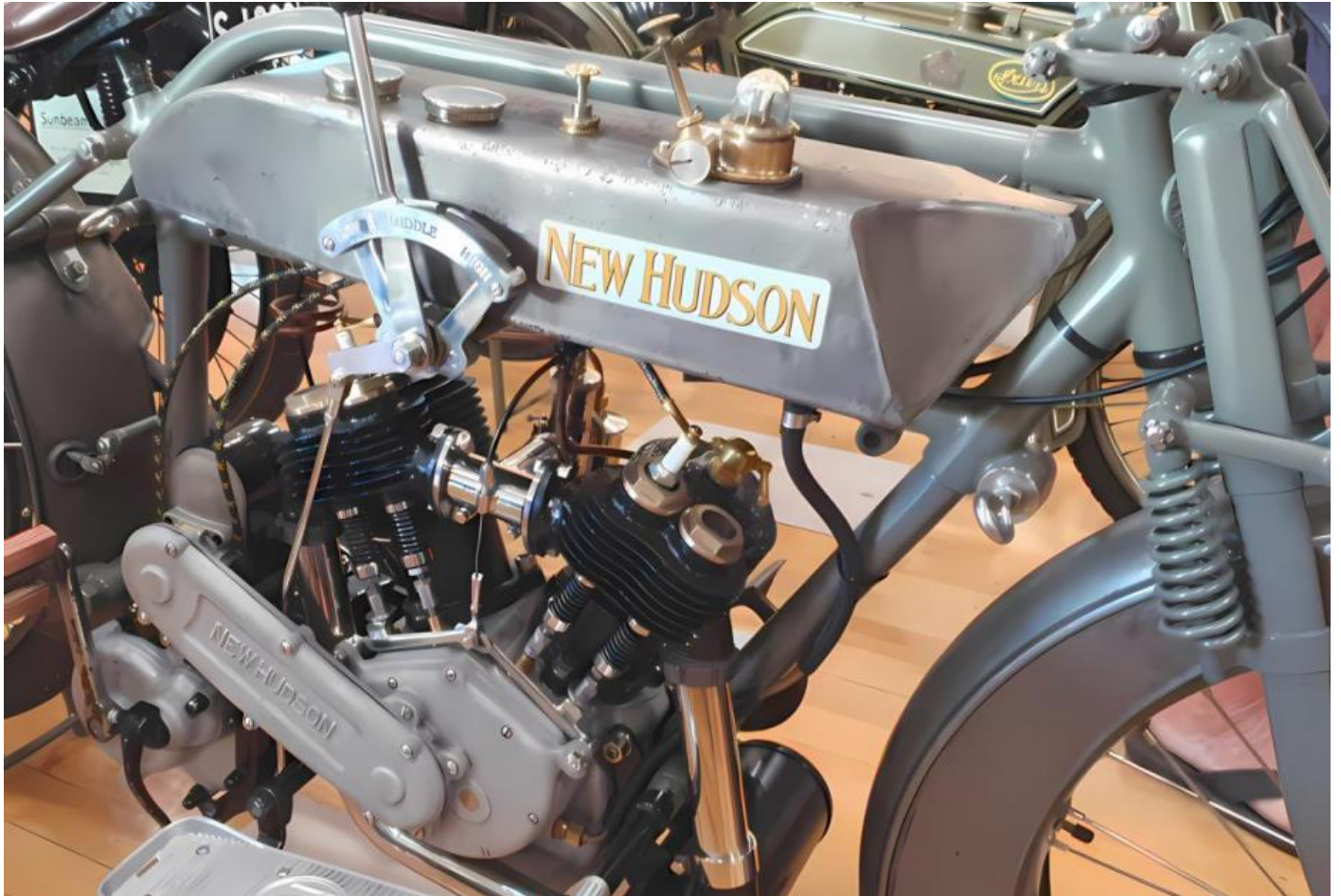




Above: Darren McNamara's Ixion. Ixion motorcycles were manufactured by the Ixion Motor Manufacturing Co., Ltd., Great Tindal Street, Birmingham. this example uses a 2½ h.p. Villiers; 70x70 mm. (269 c.c); single-cylinder two-stroke engine. They cost 75 quid in 1920! Below: Alan Auburn's trophy winning 1927 Harley-Davidson 500cc twin port Peashooter - a very rare machine.



Below: Harold Dewar's veteran New Hudson & yes it is British not US. Restored as a "runner" by Harold to enter in the Veteran Rally that never happened due to Covid, this is yet another very uncommon machine in WA. The New Hudson Cycle Co. was originally started in 1890 by George Patterson, and manufactured 'safety' bicycles in Birmingham. In 1903 they produced their first motorcycle, but times became tough for Patterson after one of his sons died in WW1 and the other lost a leg. The family sold the factory to HJ Bructon after WW1, and in 1920 the company was reformed as New Hudson Ltd. New Hudson was taken over by BSA cycles in the late 1920s and by 1933 had ceased all production of motorcycles. In 1929 the company purchased the Girling brake patent from the inventor Albert Girling, to supply brake systems to Ford, Austin, Rover and Riley. The factory continued to produce Girling brakes and suspension components. In 1940 the New Hudson autocycle was produced but later rebadged as a BSA. In 1943 New Hudson was purchased by Joseph Lucas Limited (including the Girling patent) and combined with Lucas's Bendix Brake interests, which Lucas had acquired in 1931, and Luvax Shock Absorber to form Girling Limited.

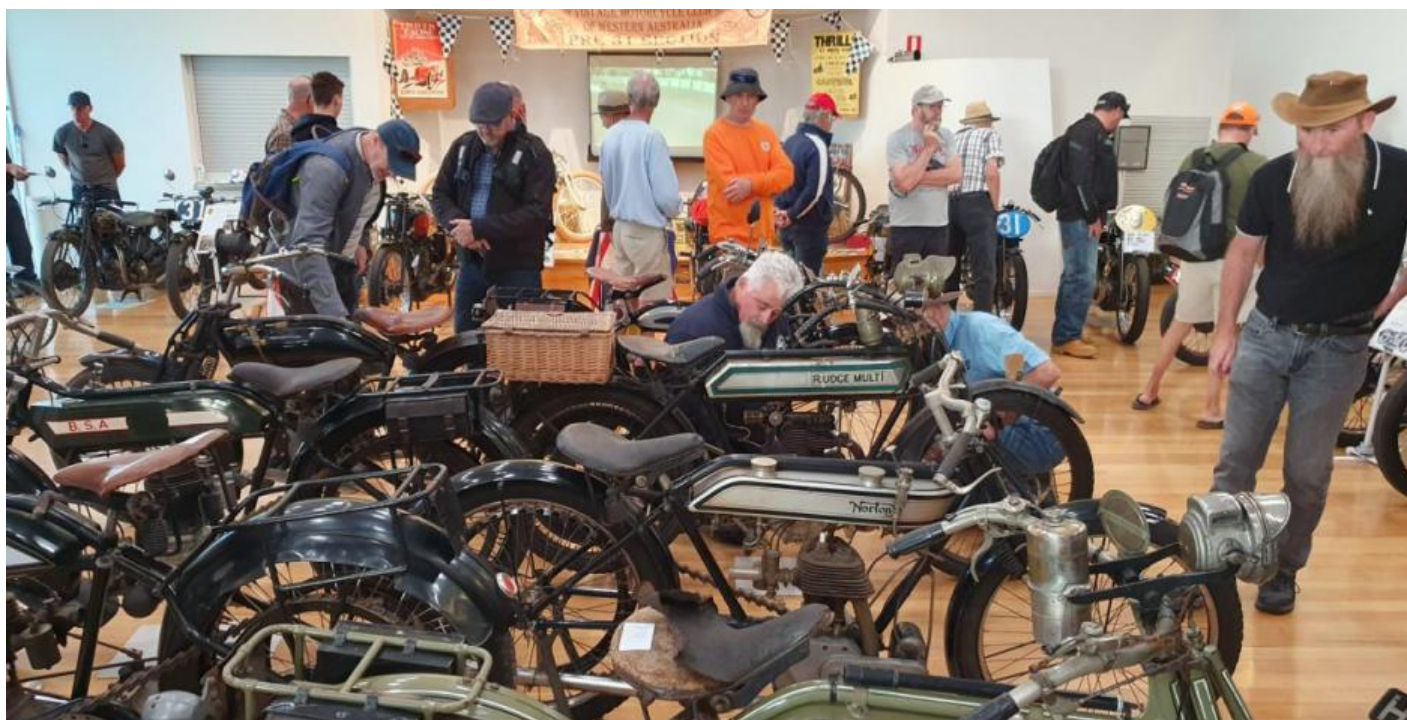


Right: Athol Middleton's 1935 250cc twin Port Excelsior Manxman. This machine was raced in the TT placing 14th. A number of Excelsior Manxman's came to WA in the late 30s, including an extremely rare racer with rear suspension. There are at least four still in WA. The Excelsiors were succesfull in local events pre and post war for quite a while. Accompanying pic is Brad Smith with his Manxman at the Yanchep races post war.





Annie Tregger's 1929 twin port 250cc Francis Barnett. Affectionately known as the Fanny B, Francis-Barnett specialized in making economical and lightweight roadsters. They moved into the former Excelsior works in Coventry when that company moved to Birmingham. The 'built-like-a-bridge' frame concept was devised by Gordon Francis. Cheap to make and easy to assemble, it had seven pairs of tubes, all but one of them straight, that bolted up to form a triangular frame. This also allowed the bikes to be taken apart for shipping and the company advertised that it could be re-assembled in 20 minutes (a fact that was recorded on film). It used a 147cc Villiers engine which resulted in a very cheap and popular machine. The frame was, in fact, guaranteed against breakage forever. The engine is a single cylinder two-stroke driving through a multi-plate clutch and three-speed hand change gearbox. One advanced feature is a separate tank and feed for the oil to automatically lubricate the main bearings and big/small ends. Francis-Barnett remained in production until 1966.



WINNERS ARE GRINNERS: Old Iron Trophy Awards
Pre 31 - Harley Davidson Peashooter - Alan Auburn
Pre 48 - AJS 1935 - Keith Whisson
Classic pre 70 - Don Price - Triumph T110 1956 Don Price
Post Classic - Triumph 750 Trident 1973
Two Stroke - 1951 Ambassador - Joe Vicieli
People's Choice - Vincent Comet - Simon Maddern
Door Prize - Mark Longman

Alan Cathcart (on the right of the Swiss Mountaineer) kindly agreed to draw the Door Prize winner & now Alan is in the highly desirable position of being able to put Old Iron on his CV!





Chair: Lynton Morgan 0438447330, lynton.morgan@bigpond.com
Secretary: Nigel Fiander 0417997580, bluflame@bigpond.net.au
Bernie Wolfe - Roving Reporter & Peter Ogborne, Official Photographer
Albany members please note: if you change your contact details please notify the section secretary.



The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing Amity Quays (Western) Rotunda at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing Amity Quays (Western) Rotunda at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

PLEASE NOTE: Borrowing the section trailer: The section trailer may be borrowed by financial section members for transporting their motorbikes. However the trailer MAY NOT be borrowed when it is required by the Section

ALBANY SECTION VMCCWA JANUARY 2023 MINUTES - Chalet

Little Grove 02/02/2023 7.30pm

President- L MORGAN Secretary -N.FIANDER Treasurer- J.BANKS

Present- Members 18, Apologies 6, Visitors 1

CHAIRMAN'S COMMENTS

Oldest Bike Ride. In conjunction with Albany Vintage & Classic Club: A very successful Day, Approx 45 bikes, thanks to Robin WEBB for back-up vehicle

Treasure Hunt: • Lynton MORGAN and Ron HAWKINS will be arranging the ride

PREVIOUS MINUTES Moved Accepted Paul ARMSTRONG, Sec. Graham WROTH. Passed

BUSINESS ARISING FROM PREVIOUS MINUTES

Monthly Ride Starting Place – Discussion on best places to meet up for the monthly rides after several meetings at Amity Quays (Western Gazebo) Paul ARMSTRONG moved that this location be adopted as the preferred ride start location.

Seconded Bill MORRELL. Passed.

CORRESPONDENCE IN: Smoke Signal magazine – circulated, Bob from Rocky Gully contacted Lynton MORGAN advising on a Show & Shine being held at Rocky Gully on 06/03/2023. For information of members.

CORRESPONDENCE OUT: Letter of Appreciation to the Albany Vintage and Classic Club re ride (Lynton), Club Ride details sent to Murray BARNARD (VMCC Perth), General Meeting Minutes, Treasurers Report and Monthly Rides emailed to Albany Section members - Moved Accepted Phil RAMSDEN Seconded Ian REDMAN Passed

TREASURERS REPORT – John BANKS: Moved Accepted Andrew DUNCAN, Seconded Paul ARMSTRONG Passed

MACHINE EXAMINATION: David MAIN had a VT250 examined. GENERAL BUSINESS:

Club Trailer – Andy DUNCAN and Trevor DELANDGRAFFT have fitted a winch to the club trailer to assist with the recovery of motorcycles.

Annual rides. To date we have the following: 12th February – Lynton's Treasure Hunt – Backup Ron HAWKINS, 12th March – Lloyd's Poker Run – Backup Ian REDMAN, 9th April – Webby's Sidecar Pie Run – Backup Phil RAMSDEN, 14th May – David BEECK's Ride – William Bay, 11th June – Paul's Fair Weather and BBQ Ride to Cheynes Beach, 9th July – Andy DUNCAN'S Ride to Monty's Leap, 13th August – Not yet finalized, 10th September – Not yet finalized, 8th October – Not yet finalized, 18-19th November – Gypsy Tour, 9th December – Charity Ride Bill MORRELL discussed that the Perth Charity Ride is now coordinated by the Salvation Army. For consideration. Treasure Hunt 12/02/2023 – Lynton discussed the format of the

Treasure Hunt. It will be a team event and each team will search for hidden treasure. Team leaders will report their finds to Lynton by phone message. The ride will culminate with a lunch at the Chalet. Some sausages and cake will be provided but it is essentially a BYO lunch.

Next Meeting – Thursday 2/03/2023 @7.30pm Little Grove Chalet. MEETING CLOSED 8.15pm.

Prepared by Nigel FIANDER – Club Secretary

TREASURE HUNT REPORT by Lynton Morgan

Ron and I hosted a treasure hunt on the 12th February, a beautiful sunny day with a cool breeze. We had seventeen participants divided into five teams. Treasures were hidden around the environs of Albany and the participants were required to take a photo of each treasure and text the image back to me before moving onto the next clue. To add to the challenge, the teams were all on different routes and needed to collect the treasures in different orders. Everyone joined in the spirit of the event and, inevitably, came up with their own inventive schemes to cheat the system!

Lunch and presentations were held at the Chalet. Prizes consisted of treasure made up of jellybeans and chocolate money (not the anticipated wooden chest of pearls and ruby encrusted bracelets.) The winning team was Team Daw which included: Clint, Manfred, Dave and Bernie. In second place was Team Wust which included: Arthur, Ed, Jens and Ian and the third-place getters were Team Armstrong which included: Paul, Lloyd and Mike.



ALBANY SECTION VMCCWA MARCH 2023 MINUTES - Chalet

Little Grove 02/03/2023 7.30pm

President- L MORGAN, Secretary -N.FIANDER, Treasurer- J.BANKS

Present- Members 17, Apologies 3, Visitors 1

CHAIRMAN'S COMMENTS - Treasure Hunt: A very successful day, enjoyable & thanks to Ron HAWKINS, John & Cheryl NORTCOTT and Gaye for assistance with catering etc. Coffee Runs: continue to be very popular.

PREVIOUS MINUTES: Distributed to members via email. Moved: Ian REDMAN, Seconded. Ron HAWKINS. Passed

BUSINESS ARISING FROM PREVIOUS MINUTES - Nil
CORRESPONDENCE IN

Smoke Signal magazine – circulated

Vintage Car Club Email – This has been emailed to all members.

Australia Post Account for PO Box. Handed to John BANKS for attention.

WA Museum Email – Bush Mechanics Open Day requesting Vintage Motorcycles 15/04/2023

2 x Letters for Chalet Committee. Handed to Bernie WOLFE.

CORRESPONDENCE OUT

Letter of Appreciation to the Albany Vintage and Classic Club re ride. (Lynton).

Club Ride details sent to Murray BARNARD (VMCC Perth)

General Meeting Minutes, Treasurers Report and Monthly Rides emailed to Albany Section

members

Moved: Accepted Bill MORRELL. Seconded John BANKS Passed
TREASURERS REPORT – John BANKS - Moved Paul ARMSTRONG, Seconded. Trevor De LANDGRAFFT Passed

LIBRARY - Nil

MACHINE EXAMINATION - Nil

GENERAL BUSINESS

Christmas Charity Ride: Has been confirmed for 9th December 2023 and the City of Albany have been advised of our intention to use Alison Hartman Gardens on that date.

Ride Discussion: Discussed Webbys Pie Run change of date.

Lloyds Poker Run details discussed. Lloyd provided an itinerary, discussed the route and rules for the ride. Itinerary distributed.

September ride. Ian REDMAN and Phil RAMSDEN offered to create a ride. Bill MORRELL discussed the Pre 65 ride to Nannarup on 12/02/2023 where the riders went to Nannarup and then to Glynn TAYLORS home. Glynn makes model engines etc. Very informative.

Next Meeting – Thursday 06/04/2023 @7.30pm Little Grove Chalet.

MEETING CLOSED 8.15pm. Prepared by Nigel FIANDER – Club Secretary

Pre 31 Section

VMCCWA Pre 31 Section - Venue, Eric Langton Room, Hale

Road, Wattle Grove: Meeting No. 424 - 25 - 01 – 2023 - Opened at 7.30 pm - Chaired by Ken Vincent Members Present Greg Boothey, Nat Brazzalotto, Greg Hughes, Peter Lawson, Brian Rodwell, Gary Tenardi, Ken Vincent, Dave Weeks, Art Woldan - Apologies Jeff Sanders, Phil Skinner – Visitors Harold Dewar - New Members nil

Minutes of Previous Meeting Emailed by Art Woldan.

Financial Report - The Westpac account had \$2647.34 on Dec. 14th, and \$2172.47 on Jan. 20th. The decrease was primarily due to the Nov. meeting's dinner at the Rose & Crown Hotel.

Past Events

23-11, Rose & Crown dinner, by Ken Vincent. 4-12, Dam Early Run, by Steve Hills. The planned brunch was cancelled due to Covid. 26-12, Boxing Day Breakfast, by Ken Vincent. 15-01-2023, Chairman's Meet & Greet, by Steve Hills.

Future Events

19-02, Rolystone TT, by Murray Barnard. 19-02, Northam Swap Meet, by the Shire of York. 26-02, Old Forkers Event, by Ken Vincent. Breakfast will be a \$5 donation. 5-03, Classic Cars & Coffee at UWA Car Parks 3 & 4. There's a \$10 donation for the Prostate Cancer Foundation. Contact Steve Hills. 11 & 12 - 03, Indian Harley Club Two Day Rally. 19-03, Old Iron Show & Swap Meet, contact Murray Barnard. This year there will be a two-stroke theme. Ken Vincent is organizing a girder fork display in the Small Hall and he read out an impressive list of bikes that have been promised. Also, the Small Hall stage will have a racing bike display. 22 & 23 - 04, Old Hotel Run, by Jeff Sanders. It will be to the Greenhills Inn with an overnight stay at the White Gum Valley Farm. 6 & 7 - 05, Roaring 20's Event, by Sue and Peter Lawson, and Greg Boothey. Details are still being

finalized but Peter and Greg gave an outline of the activities.

General Business

Ken Vincent said the Beverley Trophy had been given to Dennis Cranston.

Ken also read a list of names who rode in the 1989 WATT.

Greg Boothey said some Ariel projects are for sale in Queensland.

Gary Tenardi gave a description of the leg injury he sustained when he fell off a dirt bike, and he showed a relevant X-ray. It was mentioned that the Avon tyre factory may be closing. The current *Old Bike Australasia*, Issue No. 105, has some info.

Bits & Pieces

Greg Boothey showed a large book titled "The Lost Diggers" by Ross Coulthart. It included photos of WWI bikes.

A detailed list of connecting rod dimensions was passed out for possible replacements when the original con rods are no longer available.

Brian Rodwell showed a magneto drive chain case he's going to have reproduced for his 1924, side valve, 350cc AJS. He had a chat with someone who can write a program for a 3D printer that can then be turned over to someone to do the 3D printing. This led to a discussion about alternatives like conventional casting, CNC machining, and milling.

Greg Hughes showed the brakes in the photo below. The two silver ones at the top of the photo are the front and rear brakes for '71 - '73 Triumphs, and the others are for Ariels from '30 - '33 except one is for a '50's Ariel.

Meeting Closed at 9.15pm



VMCCWA Pre 31 Section

Meeting No. 426 - 22- 03 – 2023 - Opened at 7.30 pm - Venue,
Eric Langton Room, Hale Road, Wattle Grove

Chaired by Ken Vincent - Members Present Greg Boothey, Nat Brazzalotto, Greg Hughes, Peter Lawson, Jeff Lindley, Jeff Sanders, Tony Southall, Gary Tenardi, Ken Vincent, Art Woldan
Apologies Harold Dewar Visitors nil New Members nil
Minutes of Previous Meeting Emailed by Art Woldan. Business Arising from Previous Minutes The February minutes said the Heritage Club's Ferguson Valley Run would be on May 13 & 14, but it's now on April 22 & 23.

Correspondence – nil, Financial Report - Submitted by Jeff Sanders. The Westpac account had \$2487.47 on Feb. 22nd and \$2893.63 on March 21st. The increase was primarily due to deposits for the Roaring 20's Event. Anticipated withdrawals are for the Roaring 20's Event, Old Forkers Event backup, and food and beverages for events and meetings. Accepted, Peter Lawson, Seconded, Greg Boothey - Business Arising from the Financial Report nil

Past Events

- 26 - 02, Old Forkers Run & Display, by Ken Vincent. It had an Ariel theme and there were three Square Fours. It's proposed to have an AMC bikes theme for the 2024 Old Forkers.
- 5 - 03, Classic Cars Display & Coffee at UWA, contact was Steve Hills. Jeff Sanders reported that the VMCCWA had a prominent location to promote the Old Iron Event and received plenty of attention.
- 19 - 03, Old Iron Display & Swap Meet. The girder fork bike display by Ken Vincent in the Small Hall had 51 bikes, but Ken said he won't organize it again. There was a comment that there were fewer buyers than in the past, and the Buying and Selling Area was parched with much loose dry grass.

Future Events

- 26 - 03, Classic Cars at Ascot Racecourse, by Shannons.
- 16 - 04, Chittering Run, by Steve Hills.
- 22 & 23 - 04, Old Hotel Run to the Greenhills Inn for pre 1949 bikes, by Jeff Sanders. Greg Hughes will be backup.
- 22 & 23 - 04, Ferguson Valley Run by the Heritage Club, based in Collie, contact Dave Weeks for details.
- 29 & 30 - 04, Visit to Jurien Bay Vincent Collection, by Jim McGregor.
- 6 & 7 - 05, Roaring 20's Event, by Sue and Peter Lawson, and

Greg Boothey, for pre 1931 bikes. Greg said the route sheet is being finalized. Ken Vincent is organizing the raffle and hard luck trophy, and Jeff Lindley is the tentative backup.

- 18 - 06, Peter Groucott Run, by Steve Hills.

Business Arising from Events

- It was suggested that sellers also displaying bikes at Old Iron should be exempt from the seller's entrance fee.
- It was mentioned that Whiteman Park encourages bikes and the Foundation Event used to go there but it was discontinued due to the difficulty of getting there, and extensive development around the surrounding roads. Views about a new event with a new name were invited.
- Runs to see members' sheds that have interesting contents were suggested.
- Donations from the Main Club for Pre 31 Section events have been requested, without success.

General Business

- Greg Hughes said 20" Avon tyres are still available, before Avon shuts down.
- Peter Lawson said there's a liquid to preserve tyres that are in extended storage.
- A car section of the VCCWA meets at the same time as the Pre 31 Section and in a brief discussion the car section and the Pre 31 Section agreed they'd let each other know when they're leaving so the gate isn't locked too early.

Bits & Pieces

- Tony Southall showed a partially seized piston from his 1930 side valve Triumph, and the replacement pistons he's considering.
- Greg Hughes showed a head from 1949 500cc VCH Ariel, a competition model. It has a broken fin and to repair it Jeff Lindley suggested a small temporary steel backing plate adjacent to it, then building up the area with TIG welded aluminium, but not too hot to prevent the aluminium from sticking to the steel. Then the steel plate can be removed and the aluminium can be filed or machined to the final shape.
- Ken Vincent showed a girder fork he wants to swap for a Brampton fork for a Model K Velocette.
- Jeff Lindley showed a disassembled Ariel petrol tank he's getting modified, including adding a tank top panel.

Closed at 8.50pm



Clive Glands, member #170 passed away unexpectedly on January 9th. Clive Glands was born in England. In March 1958 the family boarded the good ship "Castel Felice," emigrating, as "ten pound Poms", to Australia. Clive was the second of three brothers, and produced two children of his own, with his wife. His Father had a motorcycle business in Tottenham, and soon found work in that field in Perth. Naturally his enthusiasm for bikes was passed on to the boys, with Clive doing his time as a mechanic. Good money, and a thirst for adventure saw Clive working on a dredge in the north of the state, where he enjoyed skin diving in the warm waters of that region. Eventually, he returned to Perth, moving into the five acre property in Jarrahdale, where he lived until he died. He ran the Jarrahdale service station on the sou-west highway, then followed his great interest in horticulture by enrolling in tertiary education, from which he was awarded recognised certification. This led to working at Whitby Falls garden, and then becoming the man in charge of Armadale Hospital's grounds. He much enjoyed the role. He also had a passion for art and did some training in this. Clive was a valued long term member of our Club. He will be fondly remembered for his penchant for asking complex questions at Club meetings. He had quite a collection of bikes, including a nice original Gold Star, though he didn't ride much in later years. Only British bikes interested him. A nephew arrived one day on a nice shiny Japanese bike, Clive never forgave him! A requirement in the original Code 404 was that every bike on the register be inspected yearly by suitably competent Club members. On occasion this was done at Clive's place. Those were good days, bringing out into the sunlight bikes never used in events. Social days too, most enjoyable. Sometimes a run started there too. Clive suffered from Cellulitis later in life, which didn't stop him planting the huge collection of seeds and plants he'd accumulated. The five acre property will be a pretty special place in years to come, a nice legacy for a nice man. Clive's last medical showed him to be in better condition than he had been, so his death came as an unpleasant surprise to his brother Martin, Martin's wife Valma and their children. To them we offer our deepest condolences. Clive specifically requested he be given no funeral, but that his ashes be scattered along the creek on his property. Rest In Peace, Clive.



Very sad to advise **Betty Lawson** passed away in February. She had been unwell for some time. Betty was the widow of Club stalwart Charlie (Norton), was very involved with baseball, and fully supported Charlie and their boys in Club activities. Rest In Peace Betty. Condolences to the Lawson family.

Barry O'Byrne entered hospital to have a long term knee problem solved. We wish Barry well, and hope the operation goes to plan, and we'll see him kickstarting his mighty M20 again.



VALE Chris Podgorski. - Whilst Chris was never a member of our Club, he has been part of the motorcycle fraternity of Perth for fifty years. He was sometimes referred to as "Little Chris." He wasn't very big, having the misfortune to be born with boney displacia, which means the spine doesn't grow as it should, with profound growth issues for the rest of the body. It's painful and debilitating, and there's no cure. Chris got on with life, and no one ever heard him complain. He rode a Honda 350 trail bike for transport, but he really yearned for hands-on work with vehicles. He became apprenticed to Jaguar specialists Western Auto Dynamics remaining there until retirement. He discovered old bikes, primarily B.S.A., with the odd Norton. He restored twenty-three machines to a high standard, often starting with only the bare bones of a bike. These he sold, as riding became impossible. He was able to produce good battery boxes, number plate holders and other metal parts, and did so for friends. For the last ten years Chris was unable to start his bikes, and was well treated by Pablo, of Iron Horse Restorations. The world was changing. All his life, he was accustomed to people doing a "double take" about his appearance, but latterly, the increase in coarse remarks he suffered was too much. What a sad indictment on the society we've become. Shameful. Chris died of a massive stroke. His remains were cremated, and his ashes scattered in Yarloop, where he was born. A gathering of friends held a wake.

A nice gesture: Late member **Colin Ellis** knew he didn't have much time left on this earth, but found some solace in fettling his Yamaha 650 Turbo to roadworthy condition. Once done, he regularly enjoyed our weekly Bean to Brook, with its wide assortment of bikes and riders. Wife Chris tells of the improvement in Colin's final months this Club activity provided. So grateful was Chris that on Thursday 5th, she announced it was "her shout." Many of the forty or so riders all enjoyed their usual coffee and eats, generously paid for by Chris. Thank you so much Chris, it's such a shame we didn't have more time to share with Colin.

Gary Tenardi, hasn't chucked a leg over a motorbike since his parting of the ways with his very nice Ariel scrambler in October. We're pleased to report the bike is OK (note the priorities here). Serious and successful medical treatment, including bone grafts, has Gary looking forward to riding in the next couple of weeks. Well done all concerned!

Jeff Ward, son of long standing member #100 Dave Ward advises his dad is now resident in a nursing home in Midland. He's in the grip of Alzheimers disease, but so far is managing quite well. He's accepted this is the most appropriate place for him to be, and has settled in .Dave has been a long term and contributing member of our Club, and wish him well.

Roger Bullock has been quite crook and has spent some time in hospital with Covid and other issues. Wishing Roger well and a quick recovery. Roger is having abirthday soon and is entering the esteemed ranks of an Active Senior Member.

Motorcycle Timeline

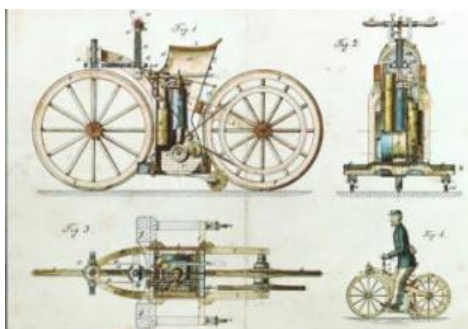
From Big Bang to Big Bangers - Part6 - 1885 to 1896

Brought to you with evident joy for all things motorcycle by my fellow internet colleague & virtual friend, Dave Richmond, who lives in the South Island of the UK (the Isle of Wight). Dave has kindly shared his timeline of motorcycles with us. This part takes us into the middle of the 19th Century where the pace of change picks up. Dave spent many years on the staff of "The Motor Cycle"

1885

DAIMLER AND MAYBACH planned to use their revolutionary 264cc engine to power a four-wheeler but initially knocked up a crude, wooden two-wheeled testbed (with outriggers) which they dubbed Einspur ('one-track'). Many motorcyclists have had one-track minds ever since. On 10 November Daimler's son Paul, 17, completed the first run on a petrol-engined motorcycle from Canstatt to Unterturkheim and back—about eight miles.

Einspur—a Guide: The saddle was too high for the rider's feet to reach the ground and the lousy frame geometry made it unrideable so they fitted spring-loaded stabiliser wheels. The engine drove the rear wheel via a belt; a moveable pulley slackened the belt to serve as a kind of clutch, controlled by a twistgrip (as used by Roper and Michaux in 1869) which also controlled the rear brake. The heat of the engine set fire to the saddle. But it did 8mph and is the ancestor of the millions of petrol-engined vehicles that have rolled, floated and flown ever since.



1886

MAYBACH DID SOME miles on the Einspur to evaluate innovations including a belt primary drive and gear-driven rear wheel with a two-speed transmission, though he had to stop to change gear.

THE MANNESMANN brothers patented machinery to make seamless, thick-walled steel tube from which sensible chaps would make motor cycle frames.

ROBERT BOSCH was asked to repair the low-tension magneto on a Daimler engine; he took the opportunity to copy it.

MESSRS DE DION, Bouton and Trepardoux had built some steam carriages, now they took in the right direction by shoehorning a steam engine into a Rudge tandem trike.

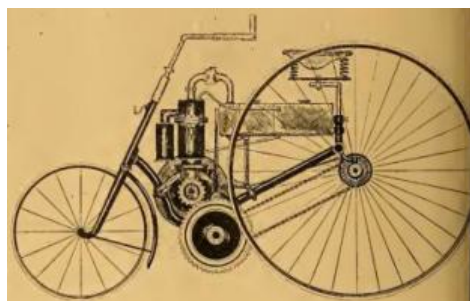


1887

EDWARD HUGH OWEN built a four-stroke chain-driven trike; 20 years later The Motor Cycle had no doubts about his achievement: "It is increasingly a difficult matter to unearth the early efforts of pioneers in an industry so widespread as that of petrol motor engineering. Notwithstanding the fact that there are several claimants to the honour of having first brought forth the self-propelling 'infant' to become in turn the parent of the latter-day chariot of the roads, it is with patriotic satisfaction that we are enabled to furnish our readers with what is, in point of fact, the first illustrated description of an English-made motor vehicle, which saw the light twenty years since. We are, of course, aware of other mechanically-moved vehicles to which precedence may be given, in point of age, but, confining our attention to forerunners of the twentieth century petrol motor carriage, it is extremely doubtful whether even the late Gottlieb Daimler, who has been called "the father of the motor car", produced at first a vehicle so remarkably in advance of its time as that which was constructed by Mr EH Owen. The vehicle was a front wheel steered tricycle. The motive power was supplied by a single-cylindered, vertical spirit engine working on the four-cycle principle, the ignition of the charge under compression being effected by means of a lamp and hot tube. The admission valve, set in a removable chest at

the flywheel side of the engine, was of the spring-controlled automatic pattern, while the exhaust valve was lifted by a cam on a short axle running at half the number of crankshaft revolutions. Upon an extension of the engine-shaft a spur pinion meshed with a large spur wheel beneath. Carried on the same shaft as this spur wheel was a chain wheel, which, by means of a central chain, transmitted the power direct to a second chain wheel fixed on the rear axle. Starting of the motor was effected by turning the rim of the exterior flywheel manually, during which operation the large spur wheel was allowed to run idle upon its shaft. Close to and working on the rim of the large spur wheel a calliper band brake, actuated by an upright hand lever, served to form a gradually engaging connection between spur wheel and chain wheel, so that they might run solid when desired. The driving axle was of the 'live' type, and provided with a bevel balance gear, together with a foot-operated band brake. The carburetting device consisted of a small spirit container, fed from a tank alongside, and having a wick feed to the inlet pipe of the motor. An adjustable mixing valve furnished the necessary air to the admission port of the engine which was also controlled thereby. A small circular iron canister, drilled with large holes at its lower end, formed the exhaust box. The engine was water-cooled by the natural circulation of that liquid through small pipes from a reservoir next to the tank. Splash lubrication was employed in the enclosed crank case, a ball valve drip feed oiler being also fitted to the cylinder. An elongated steering bar, footrest and the driver's saddle completed the equipment of the machine, the wheels of which, it is almost needless to add, were solid rubber tyred. Although twenty years have elapsed since this motor-driven tricycle was evolved, it embodied in advance the elements of the later De Dion and other makes of tricycles, with the exception of the method of transmission. Here was a clutch, the like of which is seen in the earlier French-made motor cars; a countershaft and chain driving transmission practically as in any present motor car; a live axle combined with a balance gear that has not yet been altered in principle. Here, too, was a wick carburettor differing only in details from that now employed in the Lanchester car. This precursor forestalled to no inconsiderable extent the very 'vitals' of automobile construction. It was easily capable of running at a respectable speed, despite the law of the period, and more or less frequent stoppages on account of difficulties connected principally with ignition, carburettion (or rather vaporisation), and water-circulating troubles, amongst lesser ills to which such a

pioneer machine might not unnaturally be prone. In that period petrol as we know it today was, of course, unobtainable, and consequently it was necessary to employ benzine as fuel. One at least amongst our engineers was as much alive to the possibilities of road vehicles driven by the internal combustion engine as were the inventors of Continental countries. It shows us how we might have early led in the industry but for the restrictions of absurd legislation." In 1901 Owen set up the Automobile Transport Company in West Kensington making 3½hp 'voiturettes'. He then told the Motor Car Journal that he was "prepared to take orders for 9, 12, 16 or 24 hp cars, with delivery in early 1902". Then he renamed the company the Twentieth Century Travel Co and renamed the cars Lococars. The company survived till 1935, changing its name four more times. There is no record of any cars being built. But in 1887 Edward Owen earned his place in the motor cycle hall of fame.



JOHN BOYD DUNLOP, while working as a vet, developed a practicable pneumatic tyre for his son's tricycle, paving the way for the first punctures.

THREE YEARS AFTER EMIGRATING from Nuremberg to Coventry Siegfried Bettman teamed up with his fellow Nuremberger Mauritz Schulte, a trained engineer, to launch the Triumph Cycle Co, with backing from Dunlop.

JOHN MARSTON BEGAN MAKING bicycles in Wolverhampton. On the suggestion of his wife Ellen, he marketed them as Sunbeams; the company's Paul Street works were named Sunbeamland. Legend has it that the Sunbeam name was coined after Mrs Marston saw the first bicycle produced by her husband's firm and remarked how well its glossy paint reflected the sun.

LUCIUS COPELAND patented another steamer, this time a trike that looked somewhat less precarious than his lofty farthing-penny creation. He made room for a passenger and even fitted a rather stylish fabric roof. He went on to make about 200 'Paeton steamers'.



1888

FELIX MILLET, clearly not one to do anything the easy way, built a five-cylinder 'stellar' rotary engine into the front wheel of a tricycle. Rotation was supposed to cool the engine, which lacked fins. However it did incorporate suspension into the front wheel, and was ahead of its time, probably too far.



FINALLY, EDWARD BUTLER found backers and began work on the Petrol-Cycle in the machine shop of torpedo-boat designer FB Shuttleworth. It was fabricated by the Merryweather Fire Engine Company in Greenwich. The Petro-cycle was originally powered by a Clerk-style two-stroke engine with magneto ignition but Butler converted the engine to a water-cooled four-stroke, replaced the magneto ignition with a battery and coil, and invented a spray carburettor he called the 'Inspirator' (Wilhelm Maybach wouldn't invent his spray carburetor until 1893). The 0.6hp (at 600rpm) four-stroke gave the Petrol-Cycle a top speed of 10mph. It boasted Ackermann steering, chain-activated rotary sleeve valves and float-fed carburettor.



Years later Butler's son recalled that his mum had taken a turn at the controls, making her the first member of the gentle sex to operate a motor vehicle, so raise a glass to the world's first woman driver. Butler himself described his invention in detail: "There are two cylinders, one at each side of the driving wheel, and arranged acting away from the driving

cranks, in order to work with an unusually long stroke and to have the front ends arranged as compressing pumps. The pistons are connected by rods to cross-heads, and these by return connecting rods of oval section tapered steel tubes to the cranks, which are at 180°.

1889

JOSEPH DAY DESIGNED a crankcase-scavenged engine, using the area below the piston as a charging pump, to avoid infringing Otto's four-stroke patents. He called it the Valveless Two-Stroke Engine. It incorporated flap valves in the inlet port and the piston crown. One of his workmen, Fred Cock, subsequently replaced the flap valves with a piston-controlled inlet port to produce the classic piston-ported two stroke still in use today.

HEINRICH AND WILHELM Hildebrand, fed up with cycling up the hills of their native Bavaria, built a 1½hp steam-powered two-wheeler which could run on coke or petrol—an early example of dual-duel technology. They Hildebrand boys subsequently teamed up with Alois Wolfmuller and switched to petrol power (if you can't wait skip forward to 1894) but the prototype steamer ended up in England.



COMPTE DE DION'S team made a tidy steam tricar but he was becoming interested in internal combustion so he got Bouton and Trepardoux to convert one of their twin-cylinder compound steam engines into a two-stroke running on petrol.

1892

HANS GEISENHOF, who had worked with Karl Benz, designed a two-stroke petrol engine for the Hildebrand brothers. They fitted it into a bicycle frame but it was gutless so he and Alois Wolfmuller built a 1,489cc, water-cooled four-stroke parallel twin that developed 2½hp at 240rpm. The weight of this engine snapped the frame so the brothers used the frame from their 1889 steamer.

1893

GEORGES BOUTON produced a 138cc single inspired by the Daimler engine in the 1885 Einspur but he found that it ran much smoother at higher revs. So while the Daimler engine ran at 250rpm and the Daimler at 750rpm, the De Dion Bouton ran at 1,500-2,000rpm and in trials reached 3,500rpm. Instead of hot-tube ignition the new 'high-speed' engine had a 4V battery/coil system with a contact breaker. Unlike many later engines it also boasted a detachable cylinder head; power output was about ½hp. De Dion and Bouton

mounted their engine at the back of a pedal-powered Decauville trike which became a great success, running on the new tyres being mass produced by brothers Andre and Edouard Michelin.

They also sold De Dion Bouton engines to power motor cycles, trikes and even an airship. This was the practicable proprietary engine that, combined with the many safety bicycles coming onto the market, launched an industry and, let it be said, an obsession.

HAVING POWERED A TRIKE with his five-pot radial engine in 1887, Félix Millet built a motor cycle. This time the engine was in the rear wheel; the crankshaft served as the wheel spindle. Revolutionary features included a clutch (operated by back-peddalling, which also applied a brake), a semi-automatic frame lubrication system, mechanically operated valves and an 'elastic' rear wheel which was an early attempt at suspension. The 1,924cc engine was rated at $\frac{3}{4}$ hp at 180rpm giving a claimed top speed of 35mph. Millet sold the rights to Alexandre Darraq who planned to put the bike into series production; it was one a starter in in the Paris-Rouen Trials, generally accepted as the world's first motoring contest. The Millet retired early in the race, production plans were dropped and Millet died in poverty.



ENRICO BERNARDI, having registered the first patent for an Otto-cycle engine in 1882, also produced a petrol-powered two-wheeler, although in this case the engine was mounted in a trailer which pushed the bike.



1894
HEINRICH HILDEBRAND and Alois Wolfmuller patented the bike they'd been working on since 1892: a 1,428cc/2 $\frac{1}{2}$ hp water-cooled four-stroke twin (with hot-tube ignition and surface 'bubbler' carb) which would become the first motor cycle to sport pneumatic tyres, thanks to a deal with Dunlop. Following steam-locomotive practice the conrods drove the rear wheel so there was no crankcase and no belt, chain or shaft rear drive. Neither was there

a flywheel; instead elastic straps helped the pistons back down the barrels. Claimed top speed was 25mph; brakes comprised a steel 'spoon' pressing against the front tyre and a pedal operated 'sprag' rear brake—a lump of metal that could be forced down against the road surface as an anchor of last resort. It was the world's first motor cycle to go into series production, made in Munich



THE DE DION-BOUTON engine, enlarged to 185cc (1 $\frac{1}{4}$ hp) and then to 211cc (1 $\frac{1}{2}$ hp), but still weighing less than 40lb including the battery and petrol tank, was mounted at the back of a Decauville pedal trike which was shod with the new tyres being mass produced by brothers Andre and Edouard Michelin. De Dion-Bouton were soon selling their own trikes and engines as fast as they could make them. The tricycle (with a 920mm track) was chosen because, according to the good count, "a bike appeared too fragile for this purpose". It would be the most successful motor vehicle in Europe until 1901, with about 15,000 sold.



1896

AT LAST! HP SAUCE ARRIVED to complement the bacon sandwiches which have always sustained motorcyclists, courtesy of Fred Garton who cooked it up in his pickle factory in Basford, Nottingham

IN LE MANS LEON BOLLÉE and his dad, Amédée, patented and built a 650cc 2 $\frac{1}{2}$ hp tricar marketed as the Voiturette—the passenger seat position earned it the nickname 'Tue Belle-mère', 'Mother-in-law killer'. Although the Voiturette won the 1897 Paris-Dieppe and Paris-Trouville races, he switched his attention to four-pot four-wheelers.



THE 1 $\frac{1}{2}$ HP ENGINE ON the Munich-made Heinle & Wegelin replaced the downtube years before Joah Phelon (of P&M) patented the idea. It also had one of the first Bosch mags and shaft drive. Evidently a pillion seat could be fitted; trailers were offered to carry people or luggage and an ambulance version was available. One was driven on the streets of London.



THE COVENTRY MOTOR Company (part of the Harry Lawson empire) began to produce motorcycles on the same site as Beeston and Humber. The Autocar reported: "The first practical motor cycle built in this country was completed last week when Messrs Humber and Co finished a bicycle fitted with a Pennington 2hp motor, made at their works in Coventry.

The machine was...tried in the presence of witnesses, and the speed developed was said to have varied from 30-40mph." Which goes to show how much they knew, because the Kane-Pennington would have seized after a few hundred yards for lack of cooling fins, and was a pile of junk despite its "long-mingling spark" and "impenetrable" balloon tyres.

Pennington came to England at the invitation of Humber boss Harry Lawson—a sharp cookie in his own right—and relieved him of £100,000 for the rights to this hopeless engine and some other dodgy patents. Pennington's story is a fascinating one. In truth he had little to do with the evolution of the motor cycle and everything to do with conning lots of people out of lots of money on both sides of the Atlantic.



His vehicles were praised to the skies in Autocar; but the launch editor of Autocar was later sacked for "undisclosed financial dealings" with Pennington. Meanwhile Humber produced its own 3hp engine which, fitted to Humber bicycles, made Humber the country's first motor cycle manufacturer.

And there we leave the evolution of the motor cycle for this issue. Soon the pace of change would accelerate and many innovations and various approaches to the problem of attaching a motor to a bicycle would eventuate.

1949 BSA 500cc A7 Long Stroke Restoration

The bike was purchased by an uncle of ours Frank Baldisseri who lived in the town of Worsley, it was registered in Collie in 1949 with the plate number CO 80. We aren't sure how long it was registered for but a cousin of mine who was born in 1963 remembers playing on it in a shed on the family farm as a child.

In 2005 my father Robert Bonolo asked the Bernardi family, who now owns the farm it was stored on, if he could restore it. He brought it home to Dianella from the farm in 2005 after having to rake the gravel in the shed for missing bolts and nuts, where the bike was stored. Like most farms parts had been used over the years for other bikes etc. Dad runs a business called Antique Metal Repairs, so he had contacts in the Chrome Plating and Powder Coating industries and made a start on restoring the bike. He got the tank and rims powder coated in a British racing green which whilst not being a traditional colour for the A7 was a replica of the military models he had seen during the period.

He took the engine to someone to be overhauled due to his limited mechanical knowledge and due to unforeseen circumstances, the engine was started but not done properly. The engine was returned to him in 2010 after much frustration, missing parts that had been given to the restorer. Dad being good at making things look good thought he would put the bike together, each year promising by this Christmas the bike will be done!! Then year after year the same promise would be made about next year, one year he even pushed it up to the top of the hill and rolled down on it saying, "Look it runs!!"

After 10 years of this and Dad now being 77 years old, in 2020 I asked if I could take over the restoration. Not knowing the condition of the bike and the extent of the engine restoration, thinking the bike was almost done. I soon realised I was out of my depth. I contacted a person in Northam, through a friend, who had restored BSA's previously. After leaving the bike there, a bit apprehensively, he contacted me the following week saying sorry, but he didn't want to get involved with it due to the amount of things done to it incorrectly and the cost to restore it properly would be \$10-\$15K. I was obviously disappointed, so I picked up the bike and thought there is no point having a motorbike that doesn't run. I started doing a bit more research and thought I am not going to give up on the project.

In April 2021 I was lucky enough to contact Richard Argus. I called him as he was the Secretary of the Vintage Motorcycle Club of WA. I explained the situation to him and was telling him about some problems I was having stripping the engine down when he said. "Why don't you bring the engine to my place for me to have a look?" I was totally shocked. Here I am a total stranger, and he is inviting me to his house, I have since learnt this is the generosity of the man. Within 5 minutes he had solved the problem I was having.

I had already taken the cylinder off which had been put back on with a scored bore, he also mentioned there was way too much end float, so it looks like the entire bottom end needs to be checked. This is when the mechanical restoration started. New +60 thou pistons were ordered, and the cylinder was taken to Ray Abbott Engine reconditioning to get re-bored. New parts were sourced from Pablo at Iron Horse, Modak, Dragonfly and

the Magneto and Dynamo were sent to an expert in South Australia for reconditioning.

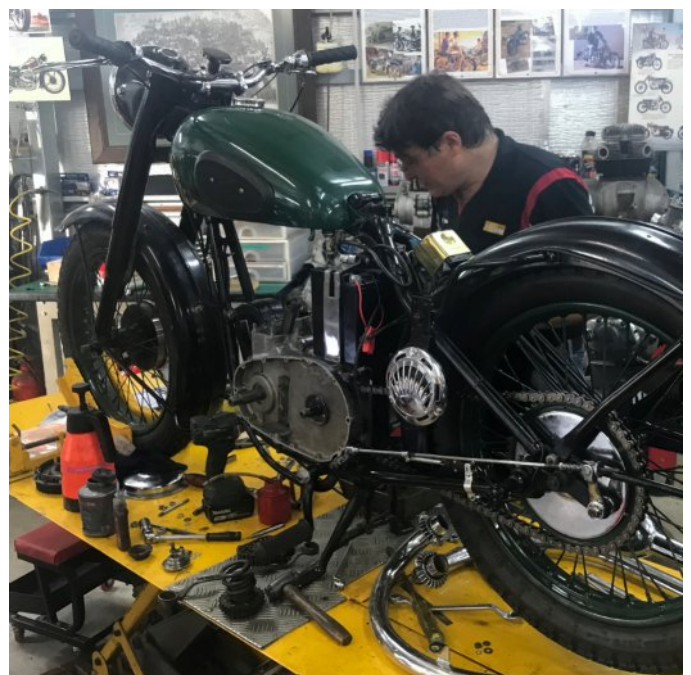
As time went by and regular monthly visits to Richard's place with my payment of Dhufish, Snapper and the occasional Crayfish, I met his wife Melissa, some of his friends and other VMCCWA members Mario Cudini, Gavin Woolhead and Robert Mastai. Richard invited me to come on a club event called the Orabandon saying I could use one of his bikes. In December 2021 I travelled to Kalgoorlie with the bikes on the trailer and had some great experiences travelling around different parts of the Goldfields riding a Yamaha DT 360 and meeting other club members. After such a great experience I joined the club and did the trip again in September 2022 on another of Richard's bikes as my bike wasn't quite ready.

Richard would often send me photos of work he was doing in between my visits and on my 21st visit in August 2022, after who knows how many years, he started the bike on the first kick and I rode the bike for the first time!! It was an amazing experience, and the bike continues to start on the first kick every time! The following weekend was Father's Day and we thought it would be great to show my Dad the bike running. I picked him up and took him to Richard's place. He had a tear in his eye when he heard it run for the first-time in. A lovely afternoon tea with homemade sponge cake and sandwiches provided by Melissa followed.

We are five visits after the first ride, after adjustments to the carby, having to fit a new speedo, chainguard, new wheel bearings and brakes, we are getting closer to the day it can be registered. I look forward to being able to ride it on club events and I will forever be grateful to Richard for his time, expertise and passion for restoring vintage motorcycles.

He often says we are just custodians of the bikes and they just are the means that bring us together. They create the experiences and relationships we make with people that have a common interest.

Leon Bonolo
VMCCWA Member 1778





The Maestro at work



The Hand of God? by Andrew Hobday (*Ed. Andrew beats the odds!*)

You would think impacting a **large piece of metal tubing on the road at 55mph and it lodging into the side of the crankcase**, causing the oil to leak out would be serious damage let alone throw me sharply down the road. Certainly, it could have been catastrophic for both rider and motorcycle. The size of the piece of metal on the road; was **9 inches** (22 cm) long. It is a scaffolding joint. I was 20 to 30 km from home. Found a bowl, which I wiped clean and collected the leaking oil. While I decided what to do, I wired the offending metal in place, supposing that if I pulled it or it fell out, more or all the oil would be lost. I poured the bowlful of oil back in and headed home.

This is what I was faced with **when I arrived home**, after frequent stops to check the oil flowing from the damage and a close eye on my oil pressure light. I let the oil drip into a tray, until I felt like attending to it.



Sure enough; the next day when I pulled out the jammed metal all the remaining oil immediately fell out. The hole was not from the damaged crankcase, but from a broken cap that is



used to service an internal oil screen.

This motorcycle has a spin on oil filter (like a car's) that is changed regularly, but the internal oil screen should be checked periodically also. The problem is, since I bought this motorcycle in 2019, I have been unable to open this cap and no matter how hard I and others tried, there seemed absolutely no way that service cap would open, because it was stuck fast and so solid and tight that it was clear any serious impacting

attempts to free it could result in a damaged crankcase. So I had to accept that it would stay unserviced for the life of the bike and I would rely only the regular spin on filter, but the coarser screen is in the circuit for good reason. This bugged me quite a bit. We had tried all sorts of ways short of extra heavy duty impact to undo the cap, **to no avail**. Neither was it easy to access for such an operation, as it was behind the frame. So when I did pull the square metal tube out from under the bike, the broken top of the offending service cap falls out and all the oil pours out. So what happened in milliseconds from impact is the unseen lump of steel tubing came up off the road went onto exactly the correct place on the bolthead on the cap with enough force to undo the seal and break the top of the cap off, while simultaneously holding it in place over the drain hole, so the oil leak was reduced to a leak and I could drive over 20 Km home with only slight oil loss.



The next day, when I pulled the metal tube out, the top of the cap fell out and so did the remaining oil. I was then able to put my finger in and easily unscrew the rest of the internal threaded part of the cap which was still in the motorcycle crankcase. **The damaged part that I needed to replace was now undone**. The crankcase was completely undamaged! Just need new oil cap.



Life Member Profile - Barry O'Byrne

Barry was awarded Life membership in 2020 by unanimous assent.

Doug and Gladys O'Byrne welcomed their second child (their final tally was to be five) into East Fremantle, on March 17th, 1954, naming him Barry. Father worked as a sales assistant for a menswear business in nearby Fremantle, eventually leaving that job in favour of work at Swan Brushes. Mother had her hands full with a big family to care for, but still managed to do some part time work to help balance the budget. Barry attended Hilton Park Primary School, following that, South Fremantle Senior High School. At age fifteen, his formal education finished, and he became apprenticed as a book binding guillotine operator. This was to be his trade for his entire working life.

The trade evolved, with that came the need for learning about new products. High frequency welding of PVC stationery products became a main stream task, but was not without unforeseen problems. One day a very irate Police officer visited the premises, accusing them of operating a machine which interfered with the force's radio communication. Sure enough, the rogue machine was identified, and modified. Of more concern, some machines emitted radiation. This was promptly dealt with, under the auspices of Worksafe, and so far as is known, no one developed radiation sickness. The Channel Seven helicopter also had communication problems, eventually traced to these machines. Barry did the design and development work on the various safety and novelty items being produced. He also made the dies. These comprised an aluminium plate, with appropriately placed L section brass cutting edges to make the shapes needed. In the mid eighties the advent of computers required a lot of changes to this.

They became a victim of their own success. Swan Brewery was to launch a new brew to the market, involving stubby holders, ONE MILLION of these! The factory moved into 24/7 operation. The America's Cup in Fremantle produced a similar circumstance. Barry was exposed to motor cycles from an early age, as his father had a Lambretta with sidecar, B.S.A. M20 with box sidecar (nicknamed "the coffin" by Barry, who loved riding in the sidecar), B.S.A. Golden Flash, Jawa 350 trike (the existence of this is frequently questioned, as many believe Jawa never produced such a thing. Barry is sure the family have a photo of the machine; we hope he finds this) and a B.S.A. M20, on which he fitted telescopic forks in place of the girders. Surprisingly, this was not a success, but that didn't stop father and son attaching a couple of crab nets to the side, and whizzing down to Mandurah for a feed. Watching the nearby Ropeworks Scramble fed Barry's enthusiasm.

In 1970, O'Byrne senior bought a car, and laid up the trusty M20, and there it sat, for twenty five years, until Barry unearthed it, and proceeded with restoration. Fortunately, father never threw anything out, so the original girder forks, and other sundry items were there. The bike proved its mettle in Wheels West, and Barry still has this bike. He still rides it in suitable events, though partner Carol, having sampled the luxury of Barry's Honda Gold Wing, finds the elderly M20 too boney.



Extra money is always nice, so when Barry was offered casual work at the Sunday Times, he grabbed the opportunity, and found himself working alongside John Rock (clubman and I.S.D.T. Bronze medallist), Ian Fleming (club member), Mark Wallace (father Jim Wallace a founder member), and Bruce Williams, also a Club member, who became his father-in-law after he and Cheryl, who produced three children first, tied the knot in 1983. The marriage ended in divorce in 1995. Club member of note Ron Chave was Cheryl's uncle. Ron was then Events Coordinator, when he needed a holiday, he asked Barry to act on his behalf, to which he happily agreed, but Ron never volunteered to take the position back, resulting in Barry doing the job (with distinction) for the next sixteen years! His book binding experience meant he was also in demand helping John Boyd, club librarian, mending some of the clubs valued books.

Bruce Williams suggested Barry and his kids might enjoy manning a checkpoint on the annual Busselton Two Day, then the Club's premier event, with entries above fifty. Bruce was right. When he finally joined the club, Barry turned up on his Honda 750, causing a storm. A group of members wanted all Japanese "plastic Fantastics" to be banned from the club. Rumblings of a similar nature still occur from time to time.

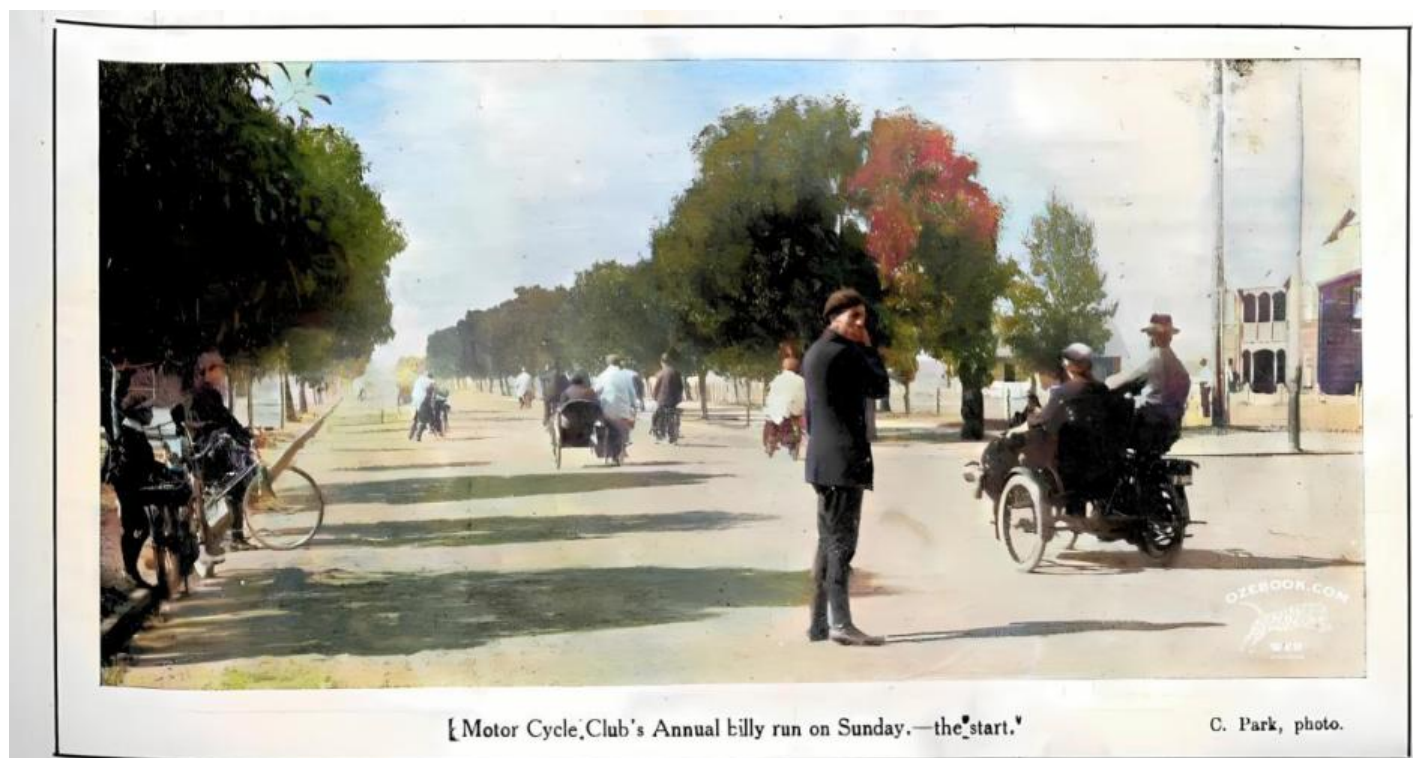
Barry and Carol met in 2005 at a singles club. Each found the other rather nice, and agreed to meet again, but Carol wouldn't let her new friend take her home as she didn't know him well enough to reveal where she lived. Highlights of their life together include the club's Five Countries in Five Weeks trip to England, riding a B.S.A. plunger B33, and a recent (rather wet!) trip in their caravan to the east coast.

Barry served three terms as President 2015 - 2018. One initiative was to create a new position of Welfare Officer, as he felt this needed some dedicated attention to find out when ill members might or might not want visitors, rather than just hoping someone would seek out such information. Barry has been a major contributor to our Club for so many years, and is still a committee member.
Adrian White



BLAST FROM THE PAST

The WA Motorcycle Club sets off on a Sunday Run to Mundaring in May 1914 from the rowing sheds on Riverside Drive. Frank Cato waving off the field. (Note: and you won't find this on Google....a "Billy Run" is where participants estimate their arrival time at the destination before departure. The estimate is sealed and opened after arrival and the winners are those who guessed correctly or as close to their estimated time. Derived from the time honoured Australian practice of betting on anything that moves i.e. in this case, the practice of guessing how long a billy will take to boil!) *Photo colourised by Murray Barnard and posted on his Motorcycle Heritage Western Australia Facebook page at <https://www.facebook.com/groups/oldwamcyclephotos>*



The Battle of Buckland Hill

A long deposition....from The Truth of May 1914.....a tongue in cheek description of the Busy Bee held to repair Rotten Road... otherwise known as the Perth-Fremantle Road at Buckland Hill. "Pink Top" who is mentioned in the article was later killed at Gallipoli. He was also famous for being atop the the photo of the 11th Battalion on the pyramid of Giza in Egypt. Herewith, however, The Truth report on the amazing busy-bee.....on Rotten Road, which was the hell facing early motor-cyclists.

RULE OF THE ROAD. Working Bees and Bumble Bees. Reg's Regimental Battle with the Rocky Road. Thousands Turn Up to Twig the Toilers And Patriotically Applaud Perspiring Pick-axers.

"The road to Hell is paved with good intentions." That road must be some real kind of a road, and there's quite a lot of fellows we know who have travelled it. But what we advise any fellow who fears the hell track, if he wants to get into practice is just to take an automobile ride, or, say, an excursion per hoof, along the main road route from Perth to Fremantle, or vice versa, and if he fears the track in Sheol after that stunt he ought to book straightaway for Heaven, for he's but a malingerer on life's highway. What we want in this world to-day are heroes. This is a strenuous era, where only the fittest survive the sufferings of fate, and THE SUREST TEST of a man or beast's courage, strength, and stamina, is that he safely negotiate the track from Cottesloe Beach to North Fremantle along the State's main "road." The Perth-Fremantle road is the breeding ground of heroes. But this particular road is the State's manufactory of cripples; it is the destructor of old and new conveyances; it is the altar on which the contractor offers up sacrifices of horseflesh to the official god of negligence. It was, and is, indeed, a lovely road; it gives to you all ways. If the excursionist off a mail boat, say, for instance, wants scenery of a varied nature on his 12 miles motor ride to Perth, he's got it cheap and first hand. Does he want a mountain? Easy it's there on the road. Does he want a valley or a cave or a cavern — he's got "em all—right on the road. Say he wants a lime kiln or a quarry—the mo car bumps into one right away. Does he want a switch-back railway ride? Heavings! He's got but to speak and hold on while his teeth rattles. We tell you, in, the fair dinkum of the poets, that this road is the most realistic, nerve-thrilling kind of a road that ever happened. But what grieves us is that some fellow will not be content to leave well alone. Here was an asset to the State right at the golden gate of Western Australia. If it had only been properly advertised people would have come from the ends of the earth to see this main highway of the State. Why should they go to Palestine, Kamschatka, or the Rocky Mountains to see roads or right-o'-ways, points or pinnacles, cataracts or chasms, where you have got to climb on hands and knees, or perched on donkey-back to get that electrical shock that spurs the liver into activity when the same effects, scenic, and otherwise, could be got right here in W.A.

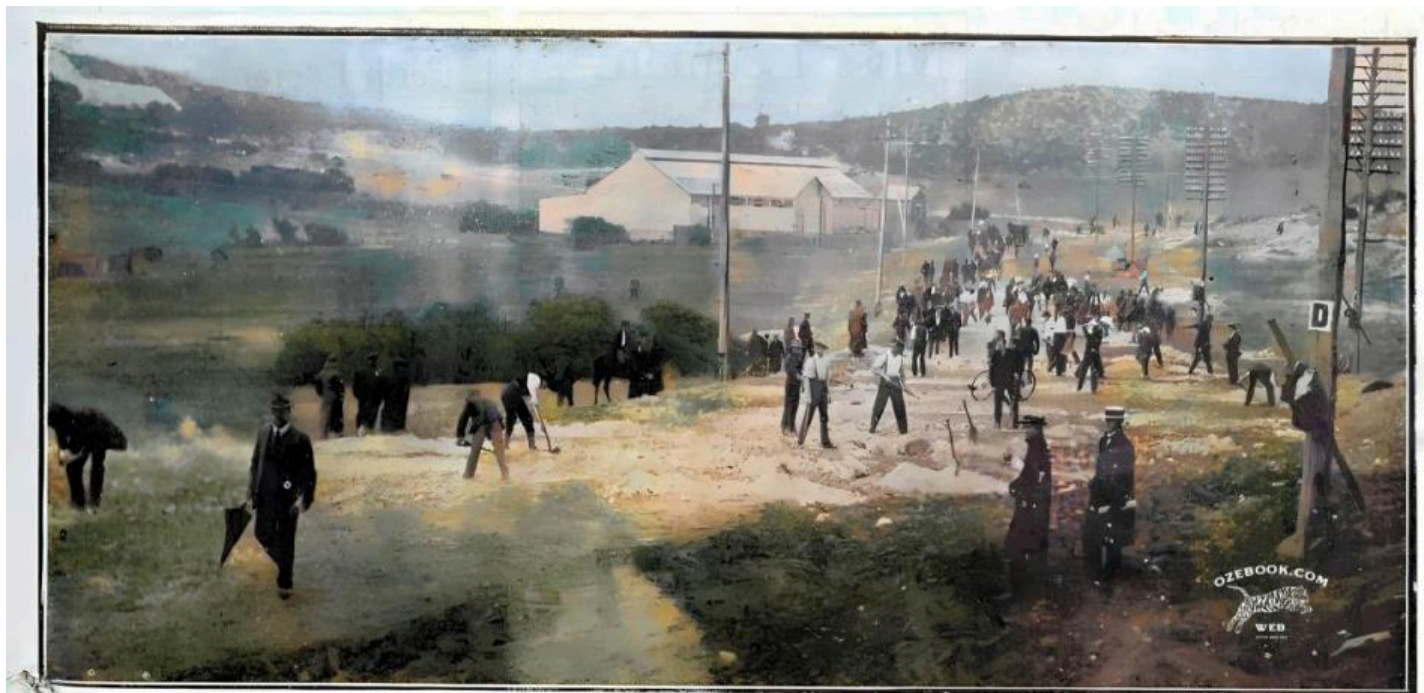
FOR THE FUN OF IT. It hurts us when we think that though our Government and our local municipal bodies have got wise to the valuable assets we have got right at our doors, some iconoclastic persons are not satisfied, but want the beautiful holes pulled up and put right on top of the beautiful hills of our happygo-lucky high and low road. Let us think this thing over seriously. Here was a road along which on an average half a dozen motor cars went bung in a day; who in thunder wants motor cars, anyhow? It served to stimulate the car industry, anyhow though they seemingly didn't know it. Say a dozen horses a week broke their shanks and had to be slaughtered — well, what about the hungry lions at the Zoo, or the lovers of horse-flesh in Yarmany? Aren't they to be fed? What an export trade! If a motor cyclist breaks his neck, it only proves that it is safer to walk than to fall off a cycle. If a pedestrian falls into a crevasse and breaks his leg, it is not an eloquent argument in favor of the areoplane? People these days will not reason things out for themselves. That may account for the fact that a very well known hote lkeeper organised what he termed a "Busy Bee."

That gentleman had enterprise, and this office raises its lid to him. But possibly that gentleman did not see the far-reaching effects of his enterprise. He organised a body of Bees, and, incidentally, a few drones to alter the whole face of a landscape which had become famous as one of the sights of the State. Why should it have been altered by this King Bee and his Busy Bees, when he imagined that if that blanky spot had to be attended to at all, the duty fell to the lot of the State Government and the municipal bodies and roads boards along the route? The King Bee has evidently yet to learn that the proletariat do not elect members of Parliament or members of municipal councils to work.



Fie on you, Reg, for an iconoclast! The people give these gentlemen office so that they can comfortably GO TO SLEEP and woe betide the man that wakens them. But the King Bee took matters into his own hands. He didn't want a road that was paved with good intentions. Neither did he want a highway that was paved with man-traps. What he wanted was a pathway along which his 100-h.p. Mercedes could buzz without let or hindrance. Little cared he for the wants of the lions at the Zoo, or the emissaries of science advance agented by the aeroplanists. So he resolved on filling up the gullys, the valleys, the caves and caverns, the crevasses, and, in a word, he resolved to alter the landscape along the highroad twist Perth and Fremantle, so that ordinary common or garden people could ride or walk with safety. And he called a council of war. Lieutenant Pink Top readily answered the call, as did Sausage King Rea, and others. It was to be an epoch making and road making day in the annals of Westralian history, so "Dry-blower" came to supervise the moving pictures, and, incidentally, prat his frame in front of the camera. But, we overreach ourselves we have not yet stated the plan of campaign. A great scheme was hatched at the council of war. The "Dilly Noos" columns were requisitioned to aid and abet the conspirators, and the outcome of the council was that, as a sling-off at a somnolent Government, and a gig at the council and roads board bumbles, the King Bee and his Busy Bees should make a road for themselves—or rather that they should half-sole and heel the road between Cottesloe Beach and North Fremantle, where the motor cars go bung and the brewery carts are occasionally lightened of their cargo by willing helpers. Many self-interested firms naturally welcomed the scheme, and lent financial and other kinds of aid to the great undertaking—which we heartily endorse AS THE FORERUNNER to the scheme already propounded by Minister Johnson. It was high time that some person or some body, municipal or Parliamentary, took a hand in making this main artery of the State fit for traffic, and it was left for Reg. Harrison, out of his own initiative, to evolve the scheme of repairing the road. For weeks ahead the organisers had been busy interesting people in the undertaking. As already stated, sections of the press gave publicity to the scheme. Business firms, whose conveyances use the road, were naturally interested in the scheme, as was also a large section of the general public. The scheme was well organised, of that there can be no doubt, for several hundreds of amateur road-makers voluntarily offered their services towards making a success of the enterprise. Experienced road-makers offered their services as gangers; carrying firms and motor-garages placed their vehicles at the disposal of the organisers. Beer brewers sent along liquid refreshments, while sausage merchants and caterers - provided provendor and utensils for the juggling therewith. Contractors voluntarily provided the tools of trade, the picks, the shovels, and hammers and whatnot. Boy scouts stood on duty to signal the beer waggons when the soldiery fell in the trenches. The fighting staff was well armed, and the commisairat department was fair boshter. The great battle eventuated on Sunday last, when multitudinous mo-cars carried the fighting legions from Perth and Fremantle to the scene of warfare. Along the bleak highway, with the turbid ocean on one side, and the frowning rock-strewn hill to the left, marched the legions of FIELD MARSHAL HARRISON.

Sure thing there were a nondescript force when the gaffers gathered them into regiments. There was the bloke from the wharf, the lime kiln, or the brewery; here was the clerk with up and down collar; there the motor riding commercial traveller with the blossoming bingey; to the right the managing director of a shipping company; to the left the boss of a juice joint—a 'heterogenous conglomeration of souls. The only pick most of them ever used was a toothpick, but all of them seized the anchor or the hammer or the spade as if each and all had done time up at Hann's and knew his job. Half-way between the Beach and North Fremantle was the beer tent, the sausage foundry, and the quick lunch marquee. Dozens of stone-laden carts got into action promptly at 9.30, and in a few moments along the route picks were flying, spades delving, scouts scampering with boulders big as themselves, and the old highway was indeed



The Fremantle Road.—General View of Working Bee.

C. Park.

a hive of industry. And the commissariat carts laden with casks of beer moved to and fro along the ranks dispensing encouragement (in big glasses) to the giants at work. Things had just got fairly going when a grey curtain was drawn across the sky. Perforated it must have been, for instantly fell a deluge of rain, which seemed to spell doom to the undertaking. It was merely Heaven weeping at the inaction of the councils, or laughing till the tears ran at the sight of the BIG-BELLIED BATTALION with the picks. But what of the road builders. Did they down tools? Most certainly not. They may have cast aside the pick and shovel, but what a gallant assault 'they made on the beer waggons. Armed "with "beer glasses", they put in some strenuous work —real, honest, conscientious work. Pick, shovel, or beer glasses, all tools seem alike to the honest workman; he always does his best. Many of them attacked the saveloys as energetically as he did the road-making. The cinema fiend got busy with his camera, while "Dryblower" marshalled the jaw-workers into line, taking fine care he was THE STAR ARTIST in the comedy, "Pink Top" took opportunity of the interlude to feed a natty nanny goat with beer — incidentally he had a drop himself for luck. Along towards the Beach station a shelter tent took into its head to make an' aeroplane' of itself and mizzled off skywards, leaving its lodgers to face the fury of the elements. But despite the rain and the whirlwind blast the amateur roadmen got to work in real earnest. There was none of your "Government stroke" about their efforts either. Clerk, commercial, manager, navvy, all and sundry bogged into the making of that road with a will. It delighted the hearts of the thousands of bystanders to see some of these fellows do an honest day's work. It was a positive pleasure, for instance, to see Jack Tracey and Commander-in-Chief Reg Harrison yoked to the business end of a shovel. They did good work, too. We noticed Bill Grenike there, but Bill was a captain of industry, assisting with advice, but not taking any work, thanks. Some of the pressmen were working overtime IN THE BEER FOUNDRY, while (the Town Clerk of North Fremantle, with blood-stained and blistered dooks slogged at the limestone 'like a man possessed. In the afternoon the weather broke; the rain ceased, though a bitter wind continued to drive from the west, despite that fact train upon train load of curious sightseers came to watch the efforts of the road-makers. Amongst them were judges and clergymen, and ladies in their glad rags by the thousand. We have mentioned that beer was there by the hogshead, but let it be said to the credit of the organisers that out of an army of 350 workers, our rep. only saw two hammer-swingers who got over the odds. One of these, a big Scandanavian, swung his implement casually, but unintentionally in to the mid of his fellow shicker's tummy, much to the delight of the onlookers, and the surprise of the receiver-general. The general abstemiousness of the volunteers is to be commended highly. Some had only 20 or 30 beers during their hard day's toil — they could have had a belly full if they wanted to. The work these fellows got through in the course of the day was surprising, but as everybody worked with a will, it served as an, illustration of what can be done when men put their minds to their job. Quite a lot of comment was made along the track about the action of the FREMANTLE TRADES HALL people in refusing to let union members participate in the working Bee. It was stated by the leaders of the Working Bee movement that the 300 men who had promised to assist in the work were stopped at the North Fremantle terminus by various union secretaries. It was also stated that the union promised to boycott any Fremantle publican who indulged in the pastime of road-making. The action of the F.T.A. in stopping their volunteers from working can be easily understood. There are hundreds of men out of employment in Fremantle and elsewhere, and in times of stress road-making is a job on which they earn an honest crust. The sight of a regiment of high-collared chappies and big-bingied plutes toiling voluntarily for nix on work for which regular workers should be paid was not a sight calculated to inspire the workless with enthusiasm. It was realised by the F.T.A. that General Harrison's men, in volunteering for the graft, had no idea antagonistic to the workers, but rather that their voluntary efforts were a hint io the powers that be that money should be found to employ men on repairing the road. The action of the Busy Bees was a legitimate protest The action of the F.T.A. was an equally legitimate protest. The combined, though different, protests should give the authorities the tip THAT THEIR NEGLECT of the main road does not meet with unqualified approval. The most sadly disappointed men on the day were the cinema men and the photographers, as the light was so bad that good films or photos were almost impossible. Our photo fiend managed to get a few snaps, but weather conditions not canteen "conditions were against him. By 4.30 p.m. the "road" was repaired to the satisfaction of the organisers and the weary toilers, having once more wet their whistles, went home to have a wash and general clean up and a rest before getting ready for evening service. On Monday there were more corns in Perth on the hands of the brigade of busy bees than ever there were in Egypt. The sufferers consoled themselves telling amazing stories about their prowess with the pick.



The Fremantle Road.—Filling in a cavern.

The Long and Winding Road of Bike Importation Contributed by Steve Banks

So, you want to import a classic bike.....

I'd been looking for a BSA Goldstar for some time and had cast my eye in the direction of the UK due to the number of bikes on offer and potential for cost benefits...

So, you've found a bike you desperately want (great!) but....
Problem 1 - How do you minimise risk when you buy a bike sight unseen?

Although preferable it is not always practical to see the bike in person or even getting a trusted mate in the UK to do that for you.

In my case I found my bike at a reputable dealer in the UK and checked their financial stability through a request for the company's history via Companies House in the UK.

Whether through a dealer or private sale it is worth getting a sense of the seller (build a relationship) through chats finding out about the bike, history, knowledge of previous owners etc. and what has been done to the bike in recent times before committing. In addition, contacting the appropriate Owners Club in UK will usually provide confirmation of any knowledge of the bike, engine/frame number validity etc. In this, Ian Jackson of the Gold Star Owners Club was pure gold (if you'll pardon the pun...).

That brings me to payment... I had no problem with the idea of paying a deposit but I was concerned with full payment before the bike was in my (or my agent's) hands. There are escrow services available (payment managed through a bond to a 3rd party/lawyer) but these looked expensive and more than I felt I needed. In the end I agreed with the seller to time final payment to coincide when my Shipper would pick the bike up and this worked okay.

My advice? Discuss and agree what gives you comfort with your seller – but note that a private seller may present a higher risk than a registered dealer.... Still, you “pays your money and you waits your 3 months” till you see it!

Problem 2 - What about Asbestos ?

Potentially present in old (pre-1990) brake linings, gaskets and some clutch plates, this is a hurdle for importation (although with the amount of asbestos already all around us here in WA this restriction feels like over the top bureaucracy!). I suggest you either do the (pre-) work to prove the bike is asbestos free or get your seller to change out old asbestos based parts prior to the shipper picking the bike up. In any case carefully document what has been done as Australian Quarantine staff will query this. My bike had been fully restored and was lucky enough that it sailed through customs – but I have heard of some awkward stories of very expensive brake shoe removal and extended storage costs while held in Customs on arrival in Freo.....

How do I arrange shipment?

This was the easy part – I engaged Shippio who knew the dealer and they picked the bike up as agreed and stored it at a secure facility until they received my Australian Importation Licence.



Waiting for the ship in Southampton.....

You must get this from the Department of Infrastructure, Transport, Regional Development and Communications through their “ROVER” software (check online). Once the Importation Licence is in the Shipper's hands they crate up the bike (excellent job!) and get the bike on the next available ship from Southampton. Shipment can take 8-12 weeks – you can track the ship's progress until Singapore where it will generally be transhipped on to Perth. I missed this last point and wondered why the ship seemed to be stopping in every available port in China before returning to Europe – I then discovered my bike was already in Freo! Insurance for the voyage is worth considering – you will need to source this separately as Shippio no longer provide insurance.



Arrival in Freo

You will need a local agent – I used Josh Mikkelsen from Ship my Bike Australia – he did a great job in dealing with local customs/quarantine and smoothing the way for an efficient pickup by myself.

Problem 3 – How much does Importation cost ?

Yes, classic bikes are much cheaper in the UK but remember to take account of exchange rate/importation/shipping costs – it's not cheap. UK-side shipping cost was ~A\$2000, with Australian customs duties/clearances of ~\$1800 and then GST at 10% of bike + shipment cost. This could be even higher if you have purchased something truly exotic and get into luxury vehicle tax.....



On arrival you will need to get your imported bike registered for the first time. I went the 404 route and got my final DoT examination by PEBCO in East Freo. This is easy enough but took a bit of time - the only (minor) surprise here was the need for a small plate with the new VIN No. from my

importation licence to be mounted somewhere on the bike (cost \$15 from a trophy shop).

First run with VMCCWA at Bean-2-brook (my DB32 at the back...) Was it all worth it? Absolutely! The Goldstar is a beauty and runs like a dream. See you at Bean-2-Brook!



Numb Bums & Oily Rags by Adrian White

If you are the lucky owner of one of the known twelve 1908 Harley Davidson Strap Tanks to exist, you may be interested to know such a bike, "with many original parts" (whatever that means) has just set a new record for the price paid at auction for a motorcycle, in America. The price? a cool \$US 935,000, or \$1.4 million in Australia. I wonder - will it go into a private collection, never to be seen again, or will it be seen at club events and rallies? Be nice to think the latter.

Volunteer (n.) *one who enters into any service of his own free will, without tangible benefit to himself.* They're a rare breed. Ask anyone in any club how scarce they are, when some menial task needs attention. We have been lucky over the years to have had a core group of volunteers, usually the same ones every time. So how would you attract one where the task is likely to be presented any time night or day, there is no opt out provision, and the situation usually places the volunteer in mortal danger? There are over twenty thousand of them all over our state, they're Volunteer Fire Brigade members, never knowing what that ringing telephone might bring, a happy chat about old bikes or a call to go and risk their life protecting someone else's life, animals or property. Often someone who has ignored advice on how to prepare for such an event. We have three such members in our Club - Ray Oliver, (now retired), Lloyd Redstone, and Colin Hankinson. If there are any others, please let me know. We owe these selfless, courageous guys an unpayable debt. Spare a thought for them when you hear a siren, rushing into the unknown.

THANKS GUYS, WE SALUTE YOU!

For Sale

Note: For Sale & Wanted Ads must be renewed for each issue of the Chatter.

1926 AJS G8 frame with forks, seat, hubs, gearbox, kickstart, tank, girders, etc. No motor. Some spare gearbox & bits. \$4000 ono. Mark Thomas 0437206285

1930s BSA parts: incl Sloper giders, Ble Star gearbox, some levers. 38 & 39 rear hub suit Silver Star/Gold Star etc. Mark Thomas 0437206285

1949 98cc James Comet motorcycle 96% complete plus spare motor. Also spare James 125cc motor in a rolling frame with tank/guards etc. \$2000 ono the lot. Mark Thomas 0437206285



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Wanted

1939 Norton 16H: timing chain, cogs & oil tank, **1932 - 34 BSA Blue Star** footbrake pedal or one to copy, **End Plate for Lucas Magneto**, the one I have is cracked. See pic on right. **Contact:** Mark Thomas 0437206285

Wanted Pre-65 Trials bike. Really only need frame, forks, wheels, good engine and gearbox. I have all the peripheral bits. I would prefer a Francis Barnett / 197 Villiers but happy to look at anything. Michael Rock 0437 999 009

Wanted - **"Terry" brand seat** with centre post mount to suit 1929 BSA. Anything considered. Neil Nicolao 0415 640 444

Services

SMALL ENGINEERING JOBS: turning, milling, repairs, odd remanufactures etc. For helpful and friendly service please contact Eric Gibbons, phone 9496 1508, or Steve Shelton 0472 730 333

ASSORTED ENGINEERING SERVICES. Reboring & resleeving, turning, milling, welding, and repairs or remanufacture of faulty part. Located N of the river. Don Price 9304 3807 or mob 0478632159

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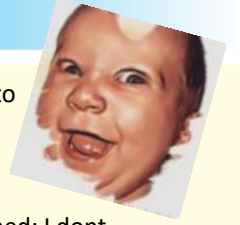
KRAKENAQUABLAST@GMAIL.COM

Club Regalia

VMCCWA REGALIA CURRENT PRICE LIST : - Regalia Officer - Andrew Hobday - 0411 358 428 (leave message) - We can walk and talk like a club, but let's look like a club, Please help Andrew out, he has a lot of stock on hand.

Hi- Viz Vest	\$20	Machine Badge	\$20	Cloth Badge	\$10
Polo Shirt	\$25	Stubbie Holders	\$5	Machine Badge	\$20
Windcheater	\$35	Floppy Hat	\$13	Stubbie Holders	\$5
Cap	\$10	Sticker/Decal	\$2 or (3 for \$5)	Lapel Pin	\$10 or (2 for \$15)
Beanie	\$12				





Every Spring, I have an overwhelming compulsion to frolic among the lambs in meadows. I've been advised to seek help at Gambollers Anonymous.

I'm looking forward to watching the Scottish sequel of "Silence of the lambs" entitled "Shut it Ewe"

My wife has just found some personal letters I'd been hiding & says she can no longer trust me. I feel so ashamed; I don't know if she'll ever play Scrabble with me again...

The taxi driver asked what I did for a living. I said I'm a comedian. He said go on then, change colour...

I was walking through a Glasgow hospital & I heard Scottish accents from a room saying, "Tam o' Shanter," "Great Chieftain o' the Puddin'-race!" "Auld Lang Syne." So I asked a doctor what that room was. He said, "It's the Burn's unit."

I have a strong suspicion that a friend of mine is a Genie. Every time I open a bottle, he appears.

I was watching Jurassic park the other day, when I thought, "Not only does my mate have a stupid name, but he's also a bad driver".

Frank telephones the local newspaper & asks, "How much is it to advertise?" The lady says, "Fifty cents an inch." "Oh, I can't afford it!" he says. The lady says, "Why, what are you selling?" He says, "A thirty foot caravan."

A man on the bus asked if I had any pets. I said, "A goldfish." He asked, "Any hobbies?" I said, "Well he likes swimming..."

My new German shepherd is great, but I'm getting a bit fed up with all the sheep.

I hate to report this but...My Origami Club has folded.

A new study has shown that the most expensive vehicle to operate is a shopping trolley.

A man in a hot air balloon is lost. He looks down & sees a cyclist & shouts to him, "Where am I?" The cyclist looks up & shouts back, "You can't fool me mate, I know you're in that basket!"

Since my wife kicked me out, I've been living in a phone box. It's a bit grim, but at least it's somewhere I can call home!!

I changed my iPad's name to Titanic. It's syncing now.

Police were summoned to a daycare center where a three-year-old was resisting a rest.

Did you hear about the crossed-eyed teacher who lost her job because she couldn't control her pupils?

When she saw her first strands of gray hair, she thought she'd dye.

Speaking of fortune tellers....One just told me I would suffer terrible heartbreak and loss in 12 years time. So, to cheer myself up, I just bought a puppy!

Saw on the News that Perth's biggest Department store had a power cut yesterday. It was reported some customers were stuck on the escalators for over 3 hours!!

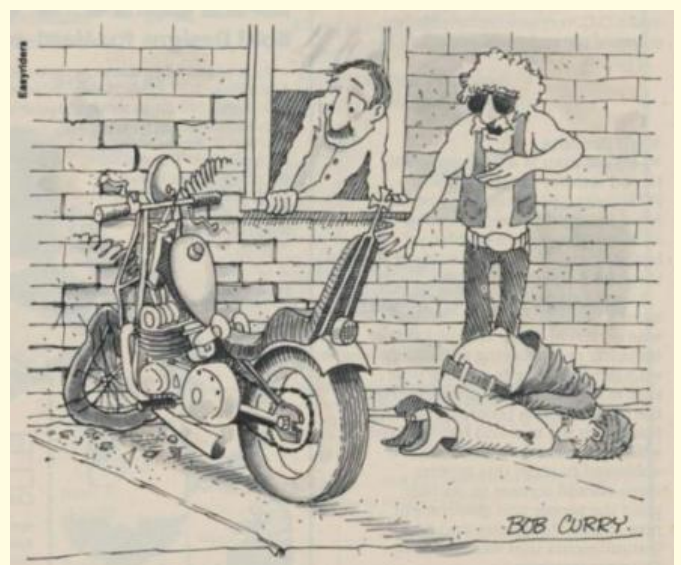
Went to see the worst faith healer ever last night. He was so bad, a bloke in a wheelchair got up and walked out.

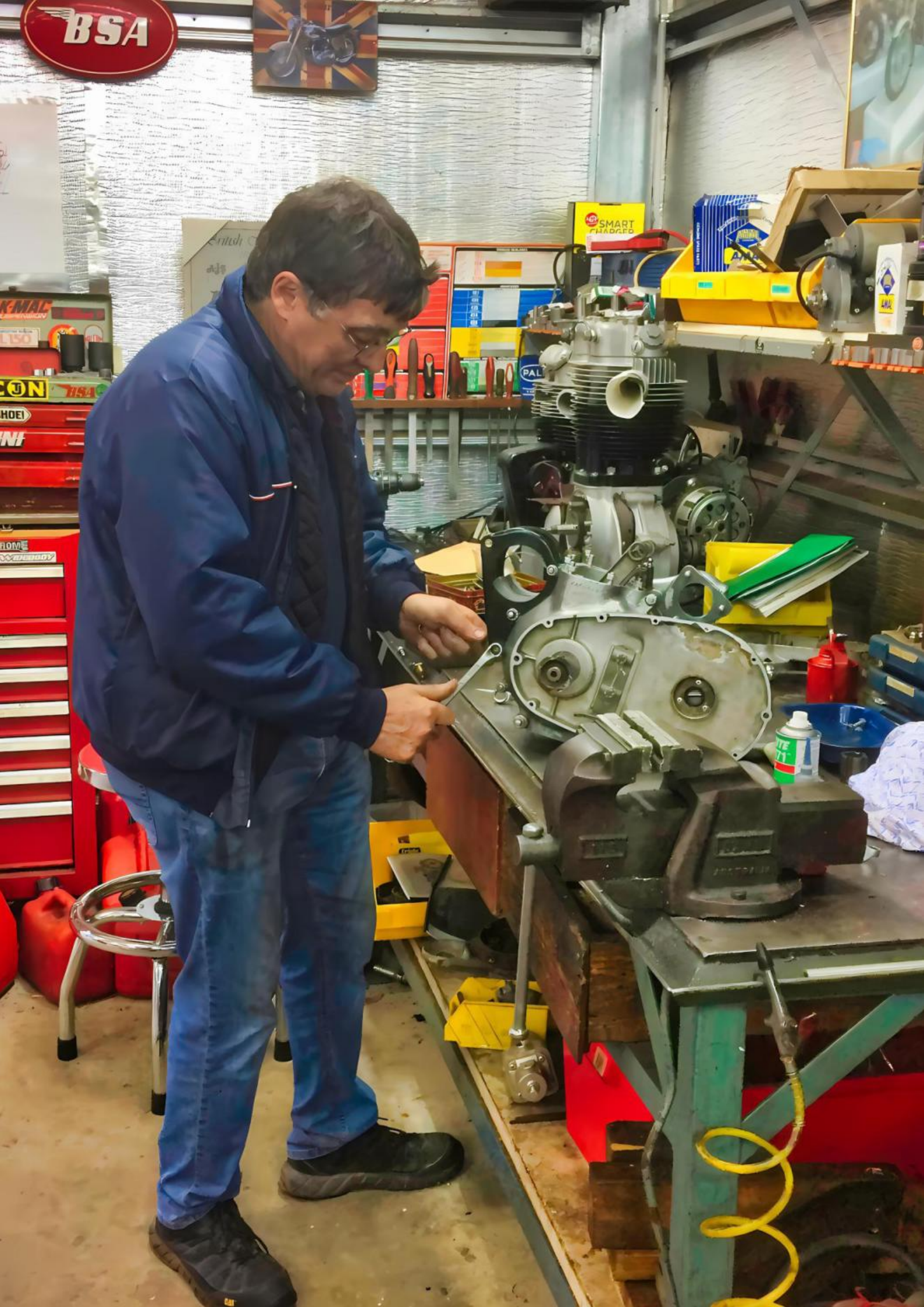
In a dispute with my neighbour, I dumped a wash basin on his front lawn. If he thinks I'm apologising, he's got another sink coming.

Ancient skull found on archaeological dig is proof of our alien origins



Right: Well, near as I can tell, he was approaching the corner at about 80, when he shifted down, let out a scream, an' lost control when he opened up the carbs!







VINTAGE CHATTER



CONTACTS

VMCCWA (Inc) is affiliated with the Vintage Motorcycle Club of U.K. (Inc)

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1st Time Examiners: DoT authorised vehicle examiners are listed on the Club website - vmccwa.com/oilyrag

Dating Officer: Pre 1970: Maurice Glasson - 0410000617 - mvg50@bigpond.com

Dating Officer: 1970 on: Jeff Sanders - 0411750767 - sti22b@live.com.au

Cover Page: Manfred Feichtinger & Bernard Wolfe at Youngs Siding. Original pic by Paul Armstrong.

Back page: The Ladies at Jurien Bay. Original photo by Leon Bonolo. From the left: Rennaye Bonolo, Melissa Argus (Digby's mum), Anna Mastai, Lyn Potter, Paula McCartney. Also photo by Jim McGregor of Bikes ready to roll.

Machine appraisal:

contact any of the following officials to arrange a suitable time & place for machine eligibility inspections:

Keith Weller - Bushmead - 92742476,
Greg Eastwood - Coolbinia - 0438041072,
Jim Douglas - Kallaroo - 94016763,
Maurice Glasson - Mandurah - 0410000617,
Les Vogiatzakis - Dianella - 0488915103,
Murray Barnard - Roleystone - 0434215665
Hans van Leeuwen - Mount Nasura - 0419921693
Jeff Sanders - Serpentine - 0411750767
Lynton Morgan - Albany - 0438447330
Andrew Duncan - Albany - 0428996334

OFFICIALS

Welfare Officer: Adrian White - 0438335563 - sheryl_w1@bigpond.com

Spares Store: Chas Bayley - 0422339693 & Bob Cary - 0447788295 (Note: not open on public holidays)

Librarian: Ken Vincent - 92932093 & Gary Tenardi

Club Regalia: Andrew Hobday - 0411358428 (leave message)

CMC Rep: Les Vogiatzakis - 0488915103 - les@dgas.com.au
Invigilator:

Meeting Registrar/Raffles: John Voogt

Unit Caretaker/Property: Andrew Hobday - 0411358428

Tearoom: Ian Patterson

Event Backup: John Mills 0421738853 or Eric Gibbons 94961508 (when available)

GENERAL ADMIN

VMCCWA Bank Transfers to - B.O.Q. BSB - 126547 Acc - 21998733

Club Postal address: P.O. Box 2268 High Wycombe, W.A. 6057

Wattle Grove Clubrooms: 265 Hale Rd Wattle Grove

Club Unit: Unit 4, 4 Malcolm Road Maddington

Website: www.vmccwa.com/oilyrag



LIFE MEMBERS 1975 to present (Awarded for sustained service to the Club, listed in alphabetical order):

Deceased: Jack Berkshire, John Boyd, Ron Cherrington, Jim Clark, Bill Cowlin, Bert Holmes, Eric Langton, Ernie Legg, Charlie Lawson, Max Madill, Barry Makin, Ron Morrison, Ray Oakes, John Rock, Ern Serls, Peter Stocker & Jim Wallace

Current: Paul Armstrong, Murray Barnard, Chas Bayley, Ron Chave, Norman Chester, Frank Cocks, Jack Cunningham, Rex Edmondson, Brian Lawrence, May Makin, Terry McKie, John Moorehead, Bill Morrell, Shirley Morrell, Barry O'Byrne, Keith Perry, Ed Shekell, Ken Vincent, Dave Weeks, Keith Weller & Adrian White.

NEXT CHATTER: The next Chatter will be the August 2023 issue. Any contributions required by mid July 2023 at the latest, thanks.

Errata: Last issue referred to Don Price restoring a machine as a tribute to the late Rod Marriott. The machine restored by Don is in fact a BSA, not the Raleigh shown.

Michael Rock: Thanks are extended for many years assistance as dating officer for Pre31s. This role has now been adopted by Maurice Glasson. Michael will continue to provide his expert advice on these machines in an advisory role.

Club database: The membership and machine records of the Club are maintained on a database which is kept up to date on a daily basis by our Membership Secretary, Mario Cudini, our Dating Officers, Maurice Glasson & Jeff Sanders & our Machine Registrar, Lat Fuller. Database maintenance & reporting has been my responsibility. As mentioned in the last issue of the Chatter, our database has been ailing and creaking especially in terms of reporting & flexibility of use. As such the Club has now subscribed to a new more adaptable database which will more effectively meet our needs into the future.

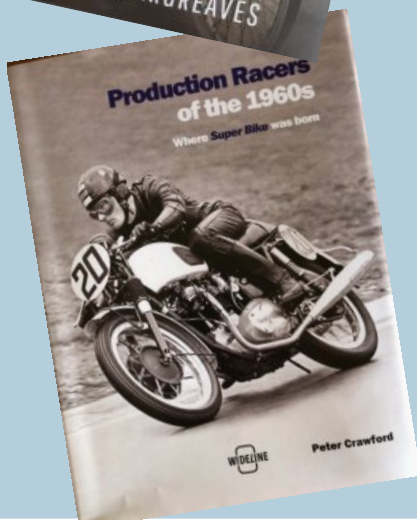
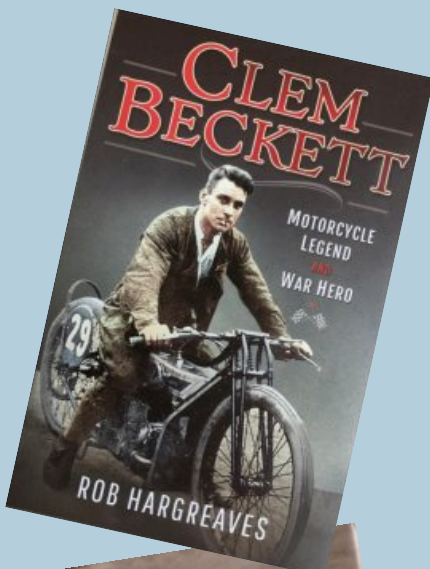
The new database aligns membership data and machine data in a more accessible manner. It also provides for bulk emails to members and several other advanced features. All for \$400/year which is a bargain compared to many membership databases which do not allow for linking machine data. The focus for the future is financial membership and concessional licensing records. These are the records subject to audit by the Department of Transport. The new database has gone "live" after much work translating our existing records into the new database environment.

For many, many years **Roger Bullock** has been producing the membership badges for the Club. Roger has now stepped down from this role and Mario Cudini will now take up the cudgel. Many thanks are extended to Roger for his assistance over the years.



New Library books: see Ken to borrow either of these books.

A small assortment of new items in the online Technical Library: the online technical library can be accessed through the Club website, there are 3,175 items archived there. Hordes of BSA, Triumph & Norton manuals amongst them.



VALE Dimitrios Vogiatzakis 23/10/39 - 02/05/23, Member #574, Dimitrios succumbed to the after effects of a recent heart attack, surrounded by family. Whilst still a member, Dimitrios has not been active for many years, but will be fondly remembered as a gentleman, with plenty of knowledge regarding B.S.A. M20/21 and British motorcycles. His true love though was riding his BMWs. This comes at a bad time for the family, with son and Club President Les facing his own health battles. Our heartfelt condolences go to the Vogiatzakis family. Rest in Peace Dimitrios.



Machine Registrar Lat Fuller has had two knee reconstructions, probably worn out starting his mighty veteran Douglas. We wish Lat a full, pain-free and speedy recovery. **Roger Cass**, of Jarrahdale has undergone delicate surgery to his spine. The procedure went well, and Roger is expected to return home tomorrow, Thursday 11th. We wish Roger, too, a full, speedy and pain-free recovery. Owing to the delicate nature of that surgery, it is anticipated this may be slow. **Colin Tie** went for a walk in the hills recently. Unfortunately he tripped and fell by the roadside and couldn't get up again. A neighbour found him, called an ambulance, took him to hospital where he spent the night. Diagnosed with nothing broken, he's now at home with a very sore shoulder, resting.



GYPSY TOUR

The Gypsy Tour is a collegiate exercise with the Albany Section of the VMCCWA. It is a great opportunity to ride on some different roads and take in the scenery. As well is a fabulous opportunity to relax and meet up with the Albany Section members.

The Gypsy Tour for 2023 is based in Denmark. The event will be held on the weekend of November 18/19 2023.

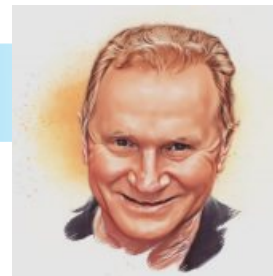
A feature of the Gypsy Tour on the Saturday will be a visit to a cheese and wine farm and a ride through the Valley of the Giants. Dinner will be at the Denmark Tavern. On the Sunday the Albany Section kindly caters for the event with a free BBQ at the Section Clubrooms at Little Grove on the shore of Princess Royal Harbour. It is a popular and fun event so please come along. It is a social event so any machine is OK, bring a car if you can't ride.

Book accommodation now by ringing the Rivermouth Caravan Park at Denmark. The Rivermouth Caravan Park is the base for the weekend run. Accommodation is limited, however, here are alternatives in the area, the Big4 or the local Hotel & B&Bs.

Please register as soon as possible your intention to participate in the Gypsy Tour. Numbers of attendees are required to inform our morning tea & lunch venues for the Saturday run. As well the Albany Section needs numbers for catering.

Please register by emailing Stephen Hills on steve.mag@icloud.com or by phoning Mob. 0413678604.

Metro Area Club Events - Stephen Hills



APPROVED CLUB EVENTS

Please note: members using 404 concessionally licensed machines can attend any of the events listed below (including monthly & section meetings) without logging their use. Members using C4C machines must log all machine use. Concessional use is only for going to and returning from an event by the most direct route, as well as participating in the event.

MONTHLY MEETING: Clubrooms - Start at 8pm, 1st Wednesday of the month. Held at 265 Hale Road, Wattle Grove.

PARTS STORE/LIBRARY: The Parts Store & Library are open Monday mornings each week - 9am-11 am (except on PHs)

SECTION MEETINGS:

Post 70s Section - 3rd Monday of each month. Clancy's Fish Pub, 51 Cantonment St, Fremantle - 6pm. Organiser: Stephen Hills

Pre31 Section - 4th Weds of the month, 7.30pm, Eric Langton Room, 265 Hale Rd, Wattle Grove (except December). - Chair: Ken Vincent - 92932093, Sec : Art Woldan - 93303264, Treasurer: Jeff Sanders - 0411750767. Fees payable to BSB 036-087 - Acc 778468

COFFEE RUNS: Regular weekly events:
Note: may be followed by a lunch run, contact organiser for details.

1. **Northern Suburbs - 10am Wednesdays** at Two Rocks Shopping Centre- Jim Douglas
2. **Eastern Suburbs - 10am Thursdays** at Bean 2 Brook Cafe , Canning Rd, Pickering Brook - Stephen Hills
3. **Southern Suburbs - 10am Fridays** - Pengo's Cafe, Shoalwater Bay. Organiser - Stephen Hills
4. **Fremantle - 9am Saturdays** - Meet at Tinsmith Cafe, 16 Stack Street Fremantle Organiser - Stephen Hills

REGULAR MONTHLY EVENT:

Classic Cars, Bikes & Coffee Display - 1st Sunday of each month.
Display bikes in by 8.00 am, event is from 8.30am-10.30am in UWA car parks, 3&4 Hackett Drive Nedlands. Entry by \$5 donation to Prostate Cancer Foundation Aust.

Contact Steve Hills steve.mag@icloud.com or 0413678604

APPROVED EVENTS

CLUB RUNS - ALL MEMBERS WELCOME

(Note: no need to log approved event attendance if on 404 machine. C4C owners must log all machine use.)

Jun 7 - Monthly Meeting at Wattle Grove - from 7 p.m.

Jun 18 - Peter Groucott Ride - Meet at Whiteman Park Motor Museum 10.00am for Morning tea under the gazebo. Enjoy a short ride around the park if weather permits. Take a tour of the fantastic Motor Museum at special club price. Then enjoy BBQ and refreshments under the gazebo. \$15 total for Museum entry, food and refreshments. This is a social event if the weather is unkind or you can't ride come by car. Contact Steve Hills 0413678604

Jul 5 - Monthly Meeting at Wattle Grove - from 7 pm (Jim Douglas to give presentation on Norton Rotary motorcycle).

Jul 16 - Machinery Preservation Club - Midland Railway Workshops. Open Day. Social event. If the weather is unkind or you can't ride come by car. Arrive 9.30-10am. BBQ and refreshments provided by MPC. Contact Steve Hills 0413678604

Aug 2 - Monthly Meeting at Wattle Grove - from 7 pm (Steve Hills to provide a presentation & videos on Road Safety)

Aug 20 - Keith's BBQ - Meet at Keith's Emporium of fine motorcycles, 122 Bushmead Road Hazelmere 10.00am. Come and enjoy camaraderie and BBQ. \$10 for BBQ and refreshments. Contact Keith Weller 92742476

Sep 6 - Monthly Meeting at Wattle Grove - from 7 pm

Sep 15-17 - Orabandon - Richard Argus (see details overleaf and on mailing sheet)

Oct 4 - Monthly Meeting at Wattle Grove - from 7 pm

Oct 22 - WA TT - Stephen Hills

Nov 1 - Annual General Meeting at Wattle Grove - from 7 p.m.

Nov 18-19 Gypsy Tour - Stephen Hills & Lynton Morgan

Dec 3- Dam Early Run - Stephen Hills

Dec 6 - Monthly Meeting at Wattle Grove - from 7 pm

Dec 26 - Boxing Day Breakfast - Ken Vincent



Registrations for Orabandon 2023 are now open.....Coordinator Richard Argus (email: secretary@vmccwa or Mob. 0418934550)

Orabandon Schedule:

Thursday 14th: arrive at Fluid Line Services, 16 Yindi Way West, Kalgoorlie. Bikes to locked away in workshop. Trailers can be left in the secure yard. Thursday evening: Attendees get together (good food and company, tall tales told).

Friday 15th:Day 1 Ride: Ora Banda or bust. Lots to eat and see..

Saturday 16th:Big Day Out at Wangine Soak (20 miles north of Ora Banda). Two chartered buses have been hired. Adventure and bush BBQ; sights you haven't seen before.

Sunday 17th:Day 2 ride: First stop Coolgardie. Experience "Back To Coolgardie Day", then ride on to Kambalda, and back to the Golden Mile. Lots of food, and storytelling.Wind-up meal in the evening.

Monday 18th:Check-out, and Bon Voyage breakfast at the workshop.

Administration - Please note the following:

1. Registrations are now open for Orabandon 2023. Please contact Richard Argus (email: secretary @vmccwa or Mob. 0418934550) asap to secure a place on this popular Annual Event. Numbers are limited so register early.
2. Payment is required by direct deposit upon registration, for both riders and partners. Registration is \$45/rider or if accompanied, \$55 inclusive for rider & partner.
3. For 2023 the Club has pre-booked accommodation at the Discovery Caravan Park, Kalgoorlie, as accommodation is always at a premium in Kalgoorlie. Please choose the accommodation option that suits you (see below).
4. Payment to the Club of 50% of the cost is required up-front if you are choosing to stay at the caravan park. The remaining 50% must be paid to the Caravan park on arrival.
5. There are four categories of chalet available, and between 4 to 2 people can be accommodated depending upon the chalet type. Contact Richard for details.
6. Please direct payment to to BSB: 126547 Account: 21998757

Chalet options:

2 bedroom Deluxe - Cabins - 4 berth	Chalet rate \$936 for 4 nights)	Payment due 50% deposit = \$468
2 bedroom Standard cabins - 4 berth	Chalet rate \$791.24 for 4 nights)	Payment due 50% deposit = \$395.62
Standard A-Frame Villa Cabins - 5 berths	Chalet Rate \$716.24 for 4 nights	Payment due 50% deposit = \$358.12
Standard A-Frame Villa Cabins - 6 berths	Chalet rate \$716.24 for 4 nights	Payment due 50% deposit = \$358.12
1 bedroom Standard Cabin - 4 berth	Chalet rate \$744 for 4 nights	Payment due 50% deposit = \$372

Details of chalet accommodation:

- (a) 2 bedroom Deluxe Cabins- 4 berth - all Deluxe's come equipped with the following: Gallery kitchen, bathroom with toilet, lounge / dining room, TV, balcony with outdoor setting. They can sleep 4 people.
- (b) 2 bedroom Standard cabins - 4 berth - can sleep 4. Two bedrooms, 1 queen and 1 set of bunks. Fully self contained kitchen (no oven), toilet and shower.
- (c) Standard A-Frame Villa Cabins - 5 berths - open plan with 1 double bed and 1 single bed downstairs, 2 single beds up in the loft via a ladder, fully self-contained kitchen, toilet and bathroom.
- (d) Standard A-Frame Villa Cabins - 6 berths - open plan with 2 double beds downstairs, and 2 single beds up in the loft. fully self-contained kitchen, toilet and bathroom.
- (e) 1 bedroom Standard Cabin - 4 berth - open plan with 2 double beds downstairs, and 2 single beds up in the loft. fully self-contained kitchen, toilet and bathroom.



toodyay.

Stephen Hills overcame many obstacles including Chittering Valley being closed due to bridge repairs to carry off a successful run through the Hills via Toodyay. Most of the rain was avoided and an enjoyable run held through beautiful country.



Old Hotel Run

The fifth Old Hotel run, a 2-day event, was held on 22/23 April 2023. The destination of the run for pre 1949 machines was the Greenhill's pub. A stop was made at the Bakers Hill Bakery for an early lunch break before proceeding to York and then to Greenhill's Inn, which is approximately 15km East of York.



Saturday, recently, saw an eclectic mix of machines in attendance at the Tinsmith Garage, 16 Stack Street Fremantle. Rock up on Saturdays at 9am to join the gang.



Classic Cars, Bikes & Coffee Display: Now a regular Club event - 1st Sunday of each month. Display bikes in by 8.00 am, event is from 8.30am-10.30am in UWA car parks, 3&4 Hackett Drive Nedlands. *Inset pics by John Grove.*



BEAN 2 BROOK



Alan Cathcart kindly came to Bean 2 Brook early in April. Unfortunately, it was trying hard to rain, and numbers were down as a result. Alan rode my Guzzi 1100 and I rode my Honda GB500TT. Alan had a chat with a good few members and then we travelled over to Ken's place to browse his Velo collection. Alan & I swapped bikes over later and enjoyed a run through the Hills: Murray



The following week, the sun was out & you could barely move!



St Francis's Hostel Visit

A visit to the St Francis's Hostel was arranged for 26 April 2023 and coordinated by Stephen Hills. Steve said he was sure they brightened up the residents. *Ed. Some of the old codgers in the photo below sure look familiar!*



"Quick, see if you can start it! Let's get out of here!"



RUN TO JURIEEN BAY



Run to Jurien Bay to visit the Vincent Collection- weekend of 29/30 April 2023 organised by Jim McGregor. Over 30 members and partners joined the run which included an evening meal and a stay overnight for most of the party. Much merriment, good autumnal riding and collegiate company enjoyed by all - *photos by Jim McGregor.*



ROARING 20S



Source pics supplied by Jeff Sanders

The organisers assured me they'd paid appropriate homage to the weather gods, but arrivals at the start were alighting from nice warm cars to cold, blustery, rain- threatening conditions. This completely failed to spoil the pleasure of renewing acquaintances and checking bikes, thirty-four in total, ranging from pristine restorations to roadworthy barn finds. All fired up when required, off they went. Dave Weeks assured himself of the Hard Luck prize when his Sloper failed to proceed shortly after the start, and his attempts at bump starting resulted in skinned knees and a badly twisted shoulder. It did rain, but not heavily enough to spoil the ride through the beautiful countryside. I'm often surprised as to how hard riders of these elderly machines press on, considering the meagre braking available, but press on they did, with their mounts enjoying the cool air. The back up received another customer, our international entrant David Attenbury, who rides with the English Somerset V.M.C.C. His woes were minor, and sorted at Nannup. Andrew Repton ran out of power on his immaculate Pope due to spark plug issues, but was towed up the longest and steepest hill by a B.M.W., once on less sleep roads he galloped along. Lunch was enjoyed at Balingup. After this the route divided to allow the older bikes the relatively easy run to Nannup via the delightful Blackwood Tourist Road, whilst the rest were faced with extra kilometres of quite steep country. The latter was declared "great fun." Tony Hines' B.S.A. cried enough with a failed piston. Arriving in Nannup, 119 miles from the start, bikes were parked in a long line in front of the pub, attracting a procession of spectators, whilst the riders attended to serious camaraderie in the bar. This continued later in the dining room, which struggled to hold us all. A reasonable number of riders attended in period costume, though the organisers had hopes of more making the effort. A good night, the drinks were cold and the food good pub grub. Most wandered off to bed quite early, I didn't notice any hangovers in the morning.



Day two offered 50 miles of enjoyable riding, through Kirup, a comfort stop at Donnybrook, then to Sharon and Murray Rudler's house for the barbecue and wind up. 1928 A.J.S. Big Port rider Nic Maxfield would have been hungry, after becoming confused by a tricky road junction (he wasn't the only one), and taking a wrong turn. He ran out of petrol three kilometres out of town, and pushed his silent bike that far. And was still happy with the run, good effort! Great to see Roger Bowen enjoying life to the full on his B.S.A. Sloper, and he's having the time of his life with a dancing group. The Grim Reaper tapped Roger on the shoulder a few years ago, offering permanent free board; aided by the medical profession, Roger declined. Well done! This was a very well thought out and organised weekend, for which Sharon and Peter Lawson, and Greg Boothey deserve full marks. Thanks guys! Thanks also to the Rudlers for their hospitality, and for every one who helped make this a weekend to remember. Roll on next year! *Adrian White*

In the Spirit - Huw Jones, Close to the Spirit - Nicola & Lexi McKay, Murray Rudler, Sue Lawson, Best Veteran - Harold Dewar, Best Vintage - Carl Montgomery, Best Small Bike - Jeff Sanders, Hard luck winner - Dave weeks, Honourable mentions - Dave Atterbury & Andrew Repton



Source pic by Sue Lawson

VMCCWA Monthly Meeting Minutes

Minutes of the VMCCWA Monthly Meeting – 5 APRIL 2023

Held at Wattle Grove commencing at 8.02 pm.

Chairman: Les Vogiatzakis, Secretary: Richard Argus

Apologies: Colin Tie Members Attending: - 36

1. - **Microphone Usher:** - Rob Rowe

2. - **Visitors:** Roger May; part time mechanic with 1957 BSA road Rocket and Honda VFR 750. Rob Neil has several Kawasaki Z650's. Harold Dewar (from Brisbane) visiting the club again. Shaun Vichechli; 1948 and 1949- Ambassadors, and 1969 CB175.

3 - **Welfare report** - *Adrian White:* Roger and Shirley Bullock were both hospitalized with bad covid but expected to recover.

May Makin is still in happy phase of Alzheimer's, now has incurable bowel cancer. Will go into palliative care, moving to Perth with Michelle.

4. - **New Members applications** - *Mario Cudini – Membership Officer:* March 2023 summary of approved applicants.

7 applicants have been approved by the board - Martin Hicks, Nicholas Gregory Caswell, Mark Butler, Robert John Heath, Kevin John Aitken, Douglas Clark & Thomas John Lehman.

5. - **Chairman's Report** – *Les Vogiatzakis:* I wish to congratulate everybody on their efforts in supporting our Old Iron / Swap meet event. It was a great day with good weather and attendance. There were a record 148 bikes on display in the two halls. There was a debrief and thank-you gathering at Kalamunda last Sunday for the subcommittee and volunteers. Thanks again to everyone for their support and involvement. The financial result is yet to be finalised.

6. - **Secretary's Report** - *Richard Argus:* Details of Orabandon 2023 will be posted on the website this month.

Inwards Correspondence

- ESM Strata (Theresa Nolan)
- Sp33650 Management Agreement. Follow Up
- Tony Gibbs; President VCCWA – re hanging life membership board in main hall
- Alex Kirkwood - organising a meeting between VMCCWA and VCC

Outwards Correspondence

- Alex Kirkwood VCCWA
- re hanging life membership board in main hall
- Confirming availability for 12 April meeting

7. - **Finance Report** - *Jim Douglas:* Quarterly report January – March income \$17,700, Cost of sales \$16,600, Other income \$5,000 Operating expenses \$3,900, Gross profit \$2,000

8. - **Reports.**

8.1 **Web, Admin & Chatter Editor & Publisher:** - *Murray Barnard; Communications Officer:* Chatter went out last month. The website has been revised, which has saved the club several hundred dollars annually. The database is being looked at; a new system is being trialed. A lot of work will be required to get it running.

8.2 **Library report** *Ken Vincent, Librarian:* All good in the library.

8.3 **Spares report:** *Bob Cary, Spares:* Going well. Oil is available for a good price. The store will not be open on Easter Monday.

8.4 **Registrar's Report:** *Lat Fuller:*

From full rego to 404: Dennis Ruchotzke Harley D FLHS, Terry Bramley BSA Bantam, Brian Fewings Yamaha AG175, John Lawton Yamaha RD500LC, James Chaffer Ducati ST2, Nathan Ferguson Yamaha YB100,

New rego to 404: Todd Dixon Honda XR400R Transfer to C4C: Nil Club Transfers: Nil

8.5 **Dating Officer's Report:** *Maurice Glasson* - 1968 Triumph T20 for Peter Woods, 1957 Bantam D3 for Zac Hanly, 1943 Harley Davidson WL for Nic Montagu

8.6 **Dating Officer Post 70:** *Jeff Sanders* - No report.

8.7 **CMC Member Representative:** *John Moorehead* - Les will attend the next meeting in a fortnight.

9 **Events Coordinator:** *Stephen Hills*

9.1 **Events Past:** Old Iron was a great success.

9.2 **Events Future:** Classic Cars and Coffee renamed as Classic cars, Bikes and Coffee; held monthly at UWA (Crawley). Chittering run: did recce – part of the road is closed, and a different route will be necessary. Pre 31's has the Old Hotel Run forthcoming. Wednesday 26th St Francis Hostel visit in Gwelup. 29th – 30th April Jurien Bay run.

10 **Regalia Report:** *Andrew Hobday*

Sold more regalia than usual, recently. Will have to order more winter stock. Other stock levels are good.

11. - **General Business.**

A member requires temporary secure storage for a Yamaha FJ1200, for three months; contact the secretary if you can help.

12 **Bits & Pieces**

Member seeking information re how to fit an accelerator pump to a BSA Blue Star.

Shaun Vichechli seeking for parts for a Villiers 5V twin port single motor.

The meeting closed at 8.40 pm.



Chair: Lynton Morgan 0438447330, lynton.morgan@bigpond.com
Secretary: Nigel Fiander 0417997580, bluflame@bigpond.net.au
Bernie Wolfe - Roving Reporter & Peter Ogborne, Official Photographer



Albany members please note: if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

PLEASE NOTE: Borrowing the section trailer: The section trailer may be borrowed by financial section members for transporting their motorbikes. However the trailer MAY NOT be borrowed when it is required by the Section.

ALBANY SECTION VMCCWA APRIL 2023 MINUTES - Chalet Little Grove 06/04/2023 7.30pm
President- L MORGAN, Secretary -N.FIANDER, Treasurer-J. BANKS
Present- Members 11, Apologies 4, Visitors 1

CHAIRMAN'S COMMENTS

Lloyds Poker Run: · Thanks to Lloyd for the run. It was a very successful Day

Facebook Page: · Thanks to Paul ARMSTRONG for his contributions to the Section Facebook page

PREVIOUS MINUTES - Distributed to members via email. Moved: Accepted Bernie WOLFE, 2nd. Ian Redman. Passed

BUSINESS ARISING FROM PREVIOUS MINUTES - Nil
CORRESPONDENCE

IN - · Smoke Signal magazine - circulated

OUT - · General Meeting Minutes, Treasurers Report and Monthly Rides emailed to Albany Section

Members. Moved: Accepted Bill MORRELL. Seconded John BANKS. Passed

TREASURERS REPORT - John BANKS - Moved Accepted Phil RAMSDEN, 2nd. Len RADCLIFFE. Passed

LIBRARY: Bernie WOLFE advised that some new books had been added to Library

MACHINE EXAMINATION - Nil

GENERAL BUSINESS

RUN SHEETS: Discussion was held on the requirement for run sheets. Although not required for documented Club runs, after a general discussion it was decided to keep them as they are seen to coordinate the riders on the coffee runs.

EASTER ACTIVITIES: Previous information has been distributed in relation to the Vintage Car Club gathering on 8" and 9" April. Limited interest noted.

15" APRIL ACTIVITIES - · TrackMach at Webbs Farm, 1804 Chesterpass Road 1000-1500. Albany Museum Bush Mechanics Display. Bikes can display from 0945-1300 hours. Lynton MORGAN will be attending. If interested, contact Lynton.

PRE 65 - Bill MORRELL advised that 3 riders departed Albany for Cosey Corner with a 4" rider arriving later. Then returned to town for lunch at Emu Point.

SIDECAR RUN 16/04/2023 · Robin WEBB will be coordinating the Sidecar run to Denmark where lunch (Pie/drink) will be provided.

· Annual rides. To date we have the following:

16" April- Webby's Sidecar pie Run - Backup Phil RAMSDEN

14" May - David BEECK'S Ride - William Bay

11" June - Paul's Fair Weather and BBQ Ride to Cheynes Beach.

9" July - Andy DUNCANS Ride to MontYs Leap.

13" August - John NORTHCOTT

10" September- Ian REDMAN and Phil RAMSDEN

8" October - Normans Beach - Richard TURPIN

18-19" November - Gypsy Tour

9" December- Charity Ride

Next Meeting - Thursday 06/04/2023 @7.30pm Little Grove Chalet. MEETING CLOSED 8.15pm.

Prepared by Nigel FIANDER - Club Secretary

16 April, Webby's sidecar pie run to Denmark, seventeen pie eaters, one pasty eater and one sausage roll eater with some abstainers entered for the run starting from the Amity Quay pullover, where orders were taken for pies etc and drinks. cold and mild weather followed to our first stop and regroup at Young Siding, then onwards to Denmark for the pie, pasty and sausage roll fest. This was at the Denmark River bbq. area see images!. A great annual Section club run, this is the fourth time for this and many thanks and much appreciation goes to Webby, plus our thanks also go to Phil and Graham for back up duties. *Paul Armstrong*



ALBANY SECTION VMCCWA MAY 2023 MINUTES - Chalet Little Grove 04/05/2023 7.30pm

President- L MORGAN, Secretary, N.FIANDER, Treasurer- J.BANKS

Present- Members 19, Apologies 2, Visitors 1

CHAIRMAN'S COMMENTS: Webbies Sidecar and Pie Run: Thanks to Robin for the run to Denmark. It was a very successful Day

PREVIOUS MINUTES: Distributed to members via email. Moved: Accepted John BANKS, Seconded. Bill MORRELL. Passed

BUSINESS ARISING FROM PREVIOUS MINUTES - Nil

CORRESPONDENCE IN

Smoke Signal magazine – circulated

Thank You letter from Great Southern Museum. Lynton read the message to the group.

CORRESPONDENCE OUT

General Meeting Minutes, Treasurers Report and Monthly Rides emailed to Murray BARNARD and Albany Section members

Condolence letter to Maureen & Dennis LAHORE.

Moved: Accepted Phil RAMSDEN. Seconded Paul ARMSTRONG. Passed

TREASURERS REPORT – John BANKS Moved Accepted Graham WROTH, Seconded. Ian REDMAN. Passed

LIBRARY - Nil

MACHINE EXAMINATION – Nil

GENERAL BUSINESS

DAVID'S RIDE 14th MAY: David provided a run sheet/map which will be distributed with this ride. Morning Tea at Elleker Store and lunch will be provided. Backup Manfred. Thank you to David and Geoff OSBORNE for their planning.

REPLACEMENT OF Chalet TV/VHS PLAYER: Andy DUNCAN and members discussed replacement of the old TV and VHS player at the Chalet with something more modern that is able to accept digital devices. This will help with presentation that are given to Club members. After the discussion the following motion was proposed :- MOTION: Andy DUNCAN to Investigate the cost to replace the current TV/VHS player with a Smart TV able to accept digital devices. Report back to the Committee at the next meeting. Seconded : John BANKS Moved and accepted by members.

CHALET LAWN MOWING: Discussion was held with Lynton and Chris PRESCOTT on lawn mowing at the Chalet. To be completed between the parties.

PRE 65: Bill MORRELL provided a description of the Pre 65 ride to the Nullaki Peninsula Boat Ramp and a visit to Bill JOHNSONS to view his Electric Vehicle which he is building. The story was also published on the Albany Sections Facebook Page.

SECTION DINNER: Phil RAMSDEN proposed that the Club support a Section Dinner at the Old Dairy. After discussion it was decided to revisit this at a later date.

PAUL'S FAIR WEATHER RIDE TO CHEYNES BEACH 11th JUNE 2023: Discussion on details of the ride.

BBQ at Paul's Cheynes Beach residence. Discussion on Sausages and their many varieties that Paul was unaware of. Further information will be provided.

ANNUAL MONTHLY CLUB RIDES

To date we have the following: 14th May – David BEECK's Ride – William Bay

11th June – Paul's Fair Weather and BBQ Ride to Cheynes Beach.

9th July – Andy DUNCAN'S Ride to Monty's Leap.

13th August – John NORTHCOTT

10th September – Ian REDMAN and Phil RAMSDEN 8th October – Normans Beach – Richard TURPIN 18-19th

November – Gypsy Tour

9th December – Charity Ride

PRESENTATION: John BANKS, provided a very informative presentation on the 1952 Vincent Black Lightning.

Next Meeting – Thursday 01/06/2023 @7.30pm Little Grove Chalet. MEETING CLOSED 8.40pm.

Prepared by Nigel FIANDER – Club Secretary

VMCCWA Pre 31 Section Meeting No. 427: 26- 04 – 2023, Opened at 7.30 pm

Venue, Eric Langton Room, Hale Road, Wattle Grove

Chaired by Ken Vincent, Members Present: Greg Boothey, Nat Brazzalotto, Greg Hughes, Peter Lawson, Jeff Lindley, Greg Macham, Jeff Sanders, Tony Southall, Gary Tenardi, Ken Vincent, Dave Weeks, Art Woldan, Apology: Roger Bowen, Visitor Harold Dewar, New Members nil

Minutes of Previous Meeting Emailed by Art Woldan. Business Arising from Previous Minutes nil

Correspondence nil

Financial Report The Westpac account had \$2973.63 on March 23rd and \$3393.63 on April 26th. The increase was mainly due to deposits for the Roaring 20's Event. Anticipated costs for the Roaring 20's Event and Old Hotel Event are expected to reduce the Westpac account to \$2133. Accepted, Peter Lawson Seconded, Dave Weeks Business Arising nil

Past Events

- 22 & 23 - 04, Old Hotel Run, by Jeff Sanders. An enjoyable ride by all accounts, with pleasant weather. \$100 was generously put on the bar at the Greenhills Inn for the riders by "Lockie", a patron. Also, he invited the riders to see a nearby collection of Harleys and Indians. For next year it was suggested a stop at a pub on the way home could be included.

Future Events

- 6 & 7 - 05, Roaring 20's Event, by Sue and Peter Lawson, and Greg Boothey, for pre 1931 bikes. Greg showed separate routes on a map for veteran and vintage bikes, with an easier route for the veteran bikes. They will come together at Donnybrook. Jeff Lindley is the backup. Dressing with appropriate clothes for the 1920's is encouraged.
- 21 - 05, Café Hop, by Steve Hills, from the Hillarys Marina.
- 18 - 06, Peter Groucott Event, by Steve Hills, at Whiteman Park.
- Dave Weeks said the Heritage Club is going to have a bike and car display with other clubs at Golden Ponds, Mundijong Road, but a date hasn't been decided.
- Andrew Repton and Michael Rock are planning a bike and car display in the southwest in November.

Business Arising from Events

- Ken Vincent said the Pre 31 Section has over four events a year which seems sufficient. These are the Old Forkers, Roaring 20's, and Old Hotel Runs.
- The Pre 31 Foundation Event was at Whiteman Park in the past but has been discontinued so suggestions for a new location were invited.
- Runs to see members' sheds that have interesting contents were suggested but no firm plans were discussed.
- It was mentioned there is no Albany Hill Climb this year.

General Business

- Ken Vincent said he won't continue as Chair so a new Chair will be selected at the Annual General Meeting in June.
- Ken read a diary from *The Classic Motorcycle* about the difficulties a Scottish rider had with a new 1907 Roc motorcycle. It was mentioned that Triumph had the first practical, reliable motorcycle.
- Greg Boothey said he read an account about riding a 1906 Rex motorcycle in Africa.

Bits & Pieces

- Jeff Sanders showed a valve where the head separated from the stem on his 1930 Ariel Model F. This occurred on the Old Hotel Run.
- It was mentioned that Jim Robinson in Albany has 26" x 2½" beaded edge tyres for sale.
- It was suggested that Ensign tyres have been found to be of good quality.
- Greg Hughes said he's aware of two BSA Bantams for sale, and also Dusting and Goulding sidecars.
- Greg Macham is restoring a 1928 350cc BSA Super Sport and he showed a photo of how it will look when completed.
- Harold Dewar said there's a 1913 New Hudson for sale in the east with a spare motor.
- Harold also showed the following:
 - An oil scavenge pump and tappet guide from a 1926 Douglas.
 - New mudguards made by Vintage Steel for his 1912 Rover.
 - A rear wheel in good condition with a brake rim for a 1926 over head valve OB Douglas.

Closed at 9.10pm



Motorcycle Timeline

From Big Bang to Big Bangers - Part8 - 1896 to 1901

Brought to you with evident joy for all things motorcycle by my fellow internet colleague & virtual friend, Dave Richmond, who lives in the South Island of the UK (the Isle of Wight). Dave has kindly shared his timeline of motorcycles with us. This part takes us into the end of the 19th Century where the pace of change becomes overwhelming. Dave spent many years on the staff of "The Motor Cycle"

1896

MAJOR (LATER BRIGADIER-GENERAL) Henry Capel Lofft Holden of the Royal Engineers produced the world's first four-pot motor cycle. Its water-cooled 1,047cc engine developed a claimed 3hp at 400rpm. Like the Hildebrand and Wolfmuller (and indeed the 'opeless Pennington) railway-style conrods drove the rear wheel; the exhaust was routed through the fuel tank because, as we all know, warm petrol vapourises quicker. Top speed was about 25mph. The Holden was built around a modified Crypto Bantam bicycle frame. The Crypto Bantam was a development of the penny farthing with gearing built in to the front hub to allow a smaller front wheel. It was soon replaced by the safety cycle.



Like the Hildebrand & Wolfmuller the Holden's conrods drove the rear wheel directly.

IN PARIS HIPPOLYTE Labitte built a tidy little 198cc ¾hp engine and offered it to Russian emigres Michel and Eugene Werner to replace the electric motors that powered the kinetoscopes (film projectors) they were importing from the Edison company. Michel fitted one over the front wheel of a bicycle as a publicity stunt. It drove the front wheel via a twisted rawhide belt that slipped hopelessly in the rain. It was top heavy and, when it skidded on wet, greasy cobblestones, tended to burst into flames because of the spirit burner that heated its hot-tube ignition. But there wasn't much competition and a dozen had been sold within a few months.



1896 WERNER

It was thrown together as a publicity stunt for the movie business, but the Werner offered many pioneers their first taste of motorised bicycling.

BICYCLE MANUFACTURER Alexander Leutner & Co of Riga produced five trikes powered by De Dion Boutin engines. Leutner was a motoring pioneer: he competed in the first motor race in St Petersburg, in the 1890s, had tested-driven a Hildebrand and Wolfmuller and was chums with Gottlieb Daimler, who had visited him in Riga. He had studied in Lyon, Aachen and Coventry.

A HILDEBRAND & Wolfmuller made a demo run in Tokyo—the first motor cycle to be seen in Japan. But that year its German and French operations collapsed. H&Ws had been sold at below cost price, they were unreliable and buyers demanded their money back. An H&W was raced at the Crystal Palace where it was said to have reached 27mph, but only on level ground. Major weaknesses were a tendency to skid and problems climbing even gentle slopes.

NO SOONER HAD petrol-engined motor cycles appeared than they were used as 'pacers' for racing bicycles. Those pioneer petrol burners were unreliable so Colonel Albert Pope, the man behind Pope Columbia bicycles, decided to try steam. He commissioned Sylvester Roper, now 72, to build him a steam-powered pacer in a modified Columbia bicycle frame.



Roper duly fitted an improved steam engine rated at 8hp; all-up weight was 150lb with a range of some 25 miles. Its range was only seven miles but the reckoned it could 'climb any hill and outrun any horse'. American Machinist magazine reported: "The exhaust from the stack was entirely invisible so far as steam was concerned; a slight noise was perceptible, but not to any disagreeable extent." Roper was asked to demonstrate his 'self propeller' at the Charles River velodrome, a banked concrete bicycle racing track. Having paced the racing cyclists he raced against them and was timed at over 40mph. Sad to say at this point he was seen to swerve off the track. He was found to have suffered a heart attack and died in the saddle.

1897

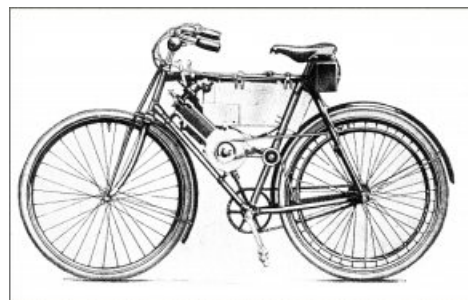
THE FIRST 'MOTOR BICYCLE' race in England took place at Sheen House. Charles Jarrott rode against HO Duncan, both on 1½hp De Dions. They had to be push-started; the

pedals were used purely as footrests. There was no adjustment on the flat drivebelts which had to be smeared with "a gluey sticky form of compound" to ensure grip.

FREDERICK SIMMS sent a De Dion-Bouton trike to Robert Bosch to be fitted with a magneto. This led to the development of the high-voltage mag.

1899

THE STEVENS BROTHERS set up the Stevens Motor Manufacturing Company in Wolverhampton to produce petrol engines. Harry was interested in powered transport and fitted a US-made Mitchell engine that had been acquired for use as a stationary engine into a BSA bicycle that was lying around the works. Ignition was by accumulator and trembler coil; a metal rim was fitted to the rear wheel for a belt drive. The engine wasn't too reliable but it attracted the attention of their neighbour William Clark, who ran the Wearwell Cycle Company. Believing they could improve on the Mitchell, the Stevens boys had some castings made by a firm in Derby and, in their spare time, made a reliable, efficient (for its day) 1½hp engine incorporating a carburettor made from an old mustard tin. Stevens already supplied Clark with spokes and fasteners; before long they were also supplying him with engines.



Ariel started production of De Dion-engined trikes.



Czechs Václav Laurin and Václav Klement, who had been making bicycles since 1895, fitted a 1½ hp 240cc De Dion-style engine to produce the Slavia with a claimed top speed of 25mph. It stayed in production for five years with a total output of 540.



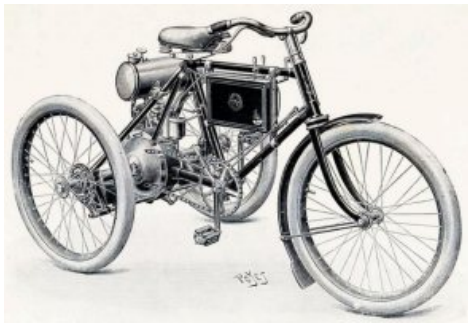
Above: Laurin and Klement Slavia

THE CRITÉRIUM DES Motocyclettes is said to be the first race to have been run exclusively for motor cycles. It ran from Etampes to Chartres and back over a distance of 100km; Eugène Labitte won on a Pernoo motorcyclette, powered by the 1½hp Labitte engine he produced.



1900

WERNER SALES passed 1,000 but De Dion was the world's biggest manufacturer of vehicle engines, producing 3,200 by year's end with power outputs up to 2¾hp. In time De Dion engines would propel up to 150 makes of car, trike and motorcycle. A complete De Dion trike weighed in at about 200lb; yours for £50.



At the start of the new century the Werner brothers stopped buying De Dion engines and started making their own; and they patented a frame with the engine where the pedals used to be.



CHARLES H Metz set up the Waltham Manufacturing Co in Massachusetts to make Orient bicycles; by 1898 he was running a racing team and, to help train his cyclists, he ordered built a tandem pacer

with the pilot sitting up front and the passenger operating a French-made Aster copy of the DeDion-Bouton engine. The tandem was a great success, and before long Metz was experimenting with a heavy-duty version of the Orient bicycle powered by an Aster/DeDion-Bouton engine. In 1900 he launched the Orient-Aster motocycle.



S DE JONG & CO OF Antwerp fitted its Minerva bicycles with 172cc ZL clip-on engines. They were a great success so Minerva copied the ZL engines and made its own: it also sold them to other bicycle manufacturers.



IN CLECKHEATON, WEST Yorks, Joah Carver Phelon and his nephew Harry Rayner used a (1¾hp) De Dion in their Phelon & Rayner motor cycles but they patented the use of a sloping engine to serve as the downtube of an adapted bicycle frame. They also pioneered chain drive but could not afford to go into production so the design was licensed to Humber, which would produce it as the Humber Beeston until 1907.



THERE WERE TWO major cycle shows, the National at the Crystal Palace and the Stanley at the Agricultural Hall, Islington. They were run simultaneously; both, according to the Autocar, featured "exhibits of autocars, motor cycles, fittings, and accessories". At the Stanley, for example, Alfred Dunhill's exhibit included "a new waterproof gauntlet glove lined with wool. He has brought this out in response to numerous enquiries for a glove of this description, and we, from personal use, can

speak of it as most comfortable, as it gives a maximum of protection from damp and cold with a minimum of clumsiness. One of the most interesting Dunhill novelties consists in some new puncture-repairing patches. A particular object of interest will be the chauffeur's 'Combination' garment, which will do equal duty as a rug or overalls...Hoare and Sons will show the special 'Autocoat' and 'Autosuit' for those who follow automobilism.

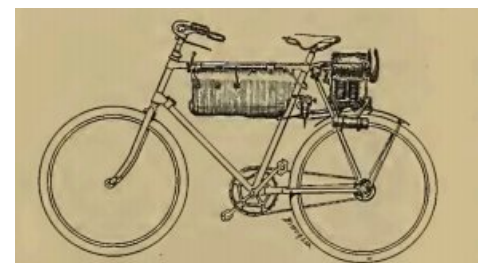
SINGER, BEST KNOWN for sewing machines, went into the motorcycle business by snapping up Coventry-based Perks and Birch which had developed a 'motor-wheel'. This comprised an engine built into an aluminium wheel and featuring a surface carb and low-tension mag.



FRENCH WATCHMAKER JEAN Constantin teamed up with a M Cabanes to design and manufacture a 1½hp (approx 250cc) engine with a spray carburettor which revved up to 2,400rpm. They duly bolted one into a bicycle frame, mounting it horizontally because Constantin believed this would minimise engine vibrations felt by the rider. Drive was by chain rather than belt; the chain could be tensioned by loosening and turning the left crankcase plate. Claimed top speed was about 28mph.



The Boillot's in-line twin was mounted upside-down on the carrier.



1901

ENGINEERING MAGAZINE dismissed motorcycling as a "form of entertainment that can appeal only to the most enthusiastic of mechanical eccentrics...we think it doubtful whether the motorcycle will, when the novelty has worn off, take a firm hold of public favour".

AN ORIENT IN the capable hands of factory rider Ralph Hamlin won the first West Coast motor-cycle race on the one-mile Los Angeles horse track. He beat three other bikes to win the 10-lap race in 18min 30sec (about 32 mph). The 2hp Orient went on to set an American one-mile record of 1min 10sec. Orientals sold well, leading Marsh to abandon bicycles to specialise in motor cycling, an Orient was the first motorcycle to be exported from the US to Europe. An Orient also won the first road race in the US, between Irvington and Milburn, New Jersey (a distance of 10 miles) at an average speed of 31mph.



ALSO IN THE US, the Thomas Motor Company began to sell complete motor-assisted bikes and trikes under the name Auto-Bi and Auto-Tri. Before long it was advertising its bikes in Japan, with some success. That country's first race, in Tokyo, featured an Auto-Bi, an Auto-Tri and a French-made Gladiator quad. They did 22mph, 15mph and 18mph respectively.



THE US MOTORCYCLE MAGAZINE announced: "The California Motor Co has been organised at San Francisco...the immediate purpose of the company is the manufacture of a motor bicycle invented by RC Marks, formerly of Toldo, Ohio." Motor-cycle production lasted only three years but he name survived for a while as the California-Yale which evolved into the Yale.



JOHN ALFRED PRESTWICH would put Tottenham on the map with his world-beating JAP engines. He designed his first engine in 1901, but it wasn't built until 1903.

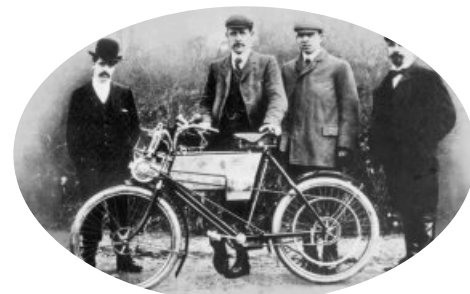
THE STANLEY SHOW, which was a cycling show, featured 105 motor cycles; most with French or Belgian engines. So it comes as no surprise that The Autocar reported: "Perhaps the feature of the year is the motor bicycle. This form of mount, although not taking to the eye, appears likely to be frequently met with on the road next season. Most of the leading cycle makers have taken up the manufacture of motor bicycles, and it is quite obvious that they have much to learn—or perhaps unlearn—before a mechanically perfect machine will be produced. The prevailing idea at present amongst makers is to take the safety free-wheel bicycle and clamp to one of the members of the frame a petrol motor of about 1.5 brake horse-power. Power is transmitted by means of either a chain or belt to a pulley or large chain wheel secured to the rear wheel; to another member of the frame is secured a tank for storing the petrol—usually about a gallon—and hidden away as far as possible under the saddle is a storage battery for igniting the mixture of gases in the cylinder of the engine. No change gearing is provided. When the rider wishes to go slowly he must stop his motor and pedal "for dear life. The weight of one of these machines is usually about 70-80lb. Of course, there is a startling array of levers and taps, which appears to fascinate the unwary purchaser and gives him the idea that he is getting a good deal for his £50 or so. Makers would do well to discard some of the principles underlying the construction of the bicycle and build from the motor, or include it in their general scheme, as one or two firms have already done. Then smaller wheels than the standard bicycle wheels might be found advantageous, and give a more efficient ratio of gearing. Enthusiasts are not wanting who maintain that the motor bicycle will eventually become as common on the roads as the ordinary bicycle is to-day. Although we are not disposed to agree with this glowing prediction, this form of machine, we must admit, does certainly offer great facilities for travelling long distances in a short space of time, with slight effort and with a minimum of expense, a gallon of petrol being roughly sufficient to carry a person close upon one hundred miles on fairly good roads, and we shall watch its development with some interest."

GERMAN EMIGREE ALEXANDER LEITNER of Riga, a successful bicycle manufacturer, launched the Russian motorcycle industry by building a handful of De Dion-engined trikes in 1899; now he made some motorbikes, fitting 2hp Fafnir engines into reinforced bicycle frames, using a design licensed from the Werner Brothers. He marketed them as Rossiyas ('Russias') and claimed to have produced 350 within a year. According to a contemporary advert: "In view of Russia's poor roads we have ensured that the frame is of extra strength,

made using the best seamless tubes; it encloses the engine in a loop beneath the crankcase. Ignition by electric battery. Automatic belt tensioning. Free wheel with backpedal brake. Front wheel by stirrup brake. Low overall ratio for easy pedalling if engine has failed. Speed 6-40 versts per hour (4-26mph). Water-cooled engine optional."



THE MINERVA engine was enlarged to 211cc/1¾hp and was capable of propelling a bicycle at about 30mph with a consumption of 150mpg. It powered the first models from Royal Enfield, Coventry-Progress, Phoenix, Quadrant and Ivel. The first Royal Enfield motor cycle sported a Minerva engine over the front wheel, a la Werner.



NSU LAUNCHED A motorcycle named after its Neckarsulm factory (Neckarsulm Strickmaschinen Union). Having evaluated Minerva and Werner engines NSU settled on the 234cc/1¾hp Swiss-made Zedel—in Nurenberg Victoria chose the same engine.



NEW IMPERIAL motorised a bike. It flopped, but the marque would be back in 1910.

RALEIGH POWERED up with a German Schwan engine over the front wheel; FN powered a bike with its own 133cc/1¾hp engine.

BILLY AND HAROLD Williamson set up the Rex Motor Co, making final-drive V-belts and, before long, motor cycles. Their first bike, 'The Mountaineer', was produced for the International Motor Co.

Part way through 1901 and we can't keep up with the number of machines being built nor the innovations produced. We will return next issue to complete 1901.

Suzuki T500 Torture Test

1975 Suzuki T500M Torture Test - Big Bike Magazine: A rather strange test from 1975 – the rider underwent an unusual process to test the durability of the T500 – why they waited until 1975 (8 years after the bike was released I'll never know) and 3,000 miles is nothing for a T500, even weird miles in this case. Anyway, interesting read I hope.

And so it was to be. All the arrangements had been made. US Suzuki Corp. was to release to BIG BIKE Magazine one of their 1975 Suzuki T-500/M Titans for testing. At first we had planned to run a standard road test on the T500 and then return it to Suzuki after a couple of weeks. But we decided that a straight road test couldn't possibly evaluate the Titan's reputation properly. Reputation for what? The main word has always been reliability. More accurately, words like simplicity, maintenance-free, bulletproof, and forever have also been hurled at the largest of The Two-Stroke Twins. We had even heard stories of Titan owners that had gone for three or four years without any maintenance, still using the ORIGINAL spark plugs.

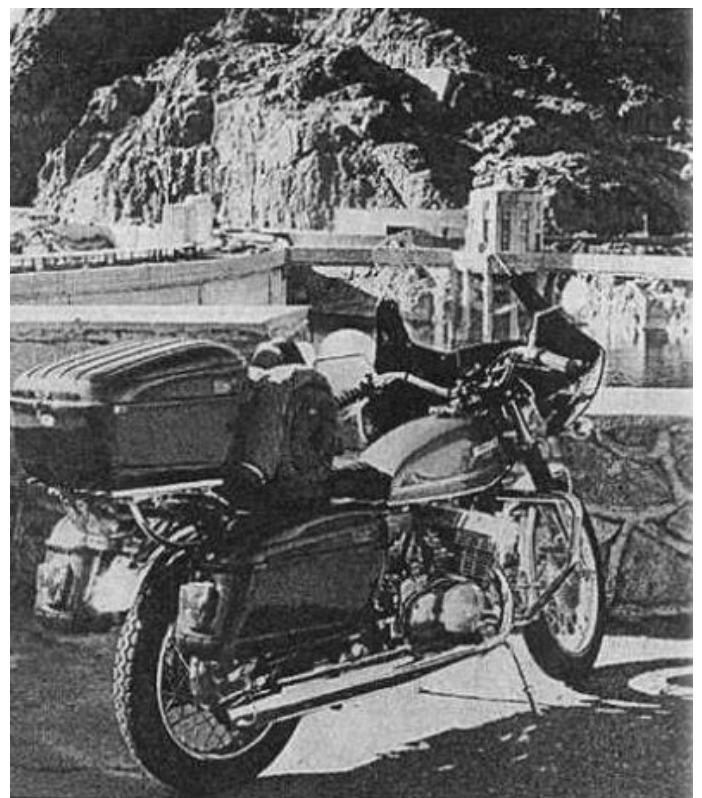
Aside from the stories about reliability, we had also received more than a few reports on long-range touring comfort, handling, and ease of maintenance. With input like that, we had to bump a few heads together to come up with a less-than-kind test procedure for the 500. So it was decided that what the Titan needed was some serious torture. Say about 3000 miles worth of torture... loaded down with every conceivable touring item, which is exactly what we set out to do, and I was to be somewhere in the middle.

We started out by running the bike down to Bates Industries, where we put on two of their largest saddlebags, a large tote box and luggage rack, highway pegs, safety bars and & Ride-Off Stand. In addition to the Bates items, we had a number of touring items that needed to go through tests of their own – goodies like Vetter Hippo Hands, a DB touring fairing, a Suzuki Tank Bag, a Chameleon Adjustable Backrest, GDH Rain-suit, and so on.

By late that afternoon, the Titan began looking a lot like an Electra Glide (it was even blue). Into the saddlebags and tote box all of my worldly possessions were crammed – clothes, tools, inner tubes, oil and Chain lube, camera equipment and film to the point where motion was almost a questionable subject. At this point, the bike was roadworthy. A last-minute conference brought up the idea of providing the bike with absolutely no maintenance for the duration of the test. We decided that the bike was to be totally neglected with the exception of gas and oil. That was to include neglecting the timing, injection adjustments, chain adjustment, transmission maintenance, bolt tightening and, heaven forbid, the spark plugs, for as long as they would continue, or until they no longer resembled the original part.

Everything was ready for me to set out on this barbaric mission. All that was needed was a name for the operation. Since the object was one of mileage rather than destination, and since I had no particular destination, the trip was to become known as "Journey To The Centre of Nowhere."

And so I was off – eight or ten days of mechanical abuse, totaling around 3000 miles, was about to start on my doorstep that morning. If was a Friday, as I recall, when I first walked out to that Titan in front of the house. I struggled into all of my touring gear – boots and gloves and jacket and helmet and all. Swung my right leg over the saddle, bent down and inserted the ignition key, turned it on, and engaged the enrichening choke lever. I prepared to swing out the kick lever with my right foot, when I remembered the feature of the Titan – left side kickstarter. I climbed off again, since I'm as inept with my left



foot as I am with my left hand, and proceeded to boot the lever right-footed. About halfway through the stroke of the lever, the big twin grumbled. The instructions say to let it idle with the choke engaged until the engine is warm.

Must be warm enough by now. Pull in the clutch, boot the gearchange and it's away, off the kerb and out into the street and point the Titan out of Los Angeles, toward the desert. Let the revs climb as I go through the gears letting the little white pointer of the speedo rest around the 80 mark. Lean on back behind the shelter of the fairing and relax. Cruise on past the factories and junkyards, the smog, suburbia, and the ugly grayness of LA. About an hour out. I couldn't help but notice that I was just as comfortable at this point as I was some 70 some miles ago. Indeed this bike is proving to be quite nice to live with. Good, soft seat – rubber-mounted bars and footpegs – quiet exhaust note, and the engine turning a leisurely four-or-so grand. Looking around before me – check out the gauges and controls – very well laid out. All of the thumb switches were in just the right places, and the gauges are relatively uncluttered and well marked.

I was out in the very border reaches of civilization when it was time for a quick pit stop for gas. First station I came to turned out to be some cheap independent, that looked like it made more from the egg, beer and cigarette sales than it did by pumping petrol. Pulled into the station and headed for the pump that appeared to have their best stuff in it, but then decided to use their cheapest, lowest octane, low lead sub-regular instead. After all, this was an exercise in organized abuse and torture, wasn't it?

Filled up and started the Suzi. Fired first kick. For that matter – it always fired first kick. Back on the road after going through five crisp, positive shifts and settled down for some more rolling comfort. Continued on for an hour or so, till I reached Blythe. Ah, yes – Blythe – the city of dreams – if you happen to be a cow, a cowboy, a trucker, redneck, right-winger or a combination of all five. Felt as though I'd just leave the dream city behind, but I did need fuel and a bite to eat. Head down the off ramp and on through the centre of town. People stare, turn around, make funny faces; continue down the main street, stop and get required food and gas, and make way for the road again.

Putting through town through their "Makes Crawling Look Good" speed limits, had taken a small toll on the Suzi and gotten both plugs a bit loaded up. Down the ramp, I ran both first and second cogs up to the redline. Clouds of blue smoke piled up behind me, and the bike cleared out just fine. The highway patrolman behind me felt that the bike had cleared out just fine, too. He even pulled mrile over to have a friendly chat. "Goin' jest a wee bit fast there, huh, son?" "Well, uh, you see now – uh, – I mean – you know – two stroke and all that – would you believe that the throttle stuck?" Funny, he didn't seem to believe me. He rattled on about how I should be conserving energy and that I was a threat to the public, and so on. He was also a bit curious as to why the bike had no license plate, paper plate or registration. Cops get curious about little details, you know. Then the gent informed me that I was estimated to be traveling at about 70 per when pulled me over. I knew that this was impossible, because you can't reach 70 in second gear on a Titan. Signed the ticket anyway, and

demanded to see the judge right away. He "escorted" me to the town court/jail/post office/country store, where I convinced the judge that he should reduce the fine from 94 bucks to a more acceptable 25. He something about having his town badmouthed in a national publication – and now I don't have to say that if California was given an enema. they'd stick the hose in Blythe. Hi America!

Out of Blythe and back to the desert. I couldn't help but start some of the Suzi torturing right away. Let's see – what shall I dish out first? it wasn't long before my sadistic mind had come up with a great idea: at 80 per – maybe more – I dropped the gearbox down from fifth to third, popped the clutch, watched the engine border on over revving, and opened the throttle all the way: the miles per rose up to the 100 mark, and then I just held it there – third gear, seven or eight grand – for 30 minutes straight. Hmm, this isn't doing anything bad to the dam thing; in fact, I was beginning to think the bike was enjoying it.

Looking up the road a piece, I saw a car over on the shoulder of the road. with a rather attractive woofie standing nearby. How could I resist being a good Samaritan at this point? Simple – why resist? Pulled over and asked what was wrong, and she said that it just wouldn't go. It was a Fiat 850 Spyder, and since I'd had a little experience with Fiats, I had a look. It appeared as though she had overheated the poor thing to the point where it completely seized up solid. One thing was for sure, though, that car wasn't going anywhere – at least not under its own power. This was my golden opportunity.

The opportunity in question was one of perfect torture for the Titan. I latched onto a piece of rope that she had with her, tied one end to the front of her car and the other to the back of the Suzuki. What the hell – I'd seen a Yammie 250 pull a fully-laden NSU before, so why couldn't I tow a Fiat with a Suzi? I was right – the Suzi did pull the car, and at a pretty decent pace as well. Within about 40 seconds, I had the both of us rolling along at about 40, and the darn bike continued to haul the car up to almost 50 or 55 per. And it did it for some 60 miles. She gave me a nice big thank you, and I left, feeling half defeated and half victorious, the Suzuki's show of strength being the victorious half of the feeling.

And so the Journey continued on into the night. until I reached some little town in Arizona. It was here, in that town, whatever town it was, that I decided to end that day's travel, and get food and a room for the night. "Say, mister, you can tell me where a man might find a bed?" He just smiled and shook my hand. "No" was all he said. A bit further down the road I did find a bed, and even a place to eat. TWO hamburgers. an order of fries and an hour of Johnny Carson were all I could stand. Sleep.

Waking up in a strange place isn't any fun, especially when it's at six in the a.m. and to the sound of garbage trucks outside my window. Should have gotten a different room. Well, now that I'm up, I may as well hit the road. The weather was warm, the sky was blue, and the Suzuki was covered with dew from the night before. Darn thing fired up first kick once again. There's got to be some way that I can slow this machine down... with a little effort, maybe I can cause a blinker bulb to bum out or something.

Out on the road I gave it my worst, by winding out the gears to

set the motor into the deepest reaches of the Red Zone, banging shifts, and generally being nasty. For several hundred miles this went on, into the night and until I was almost out of Arizona and into Nevada.

Throughout all of this torture, the bike (and I) had been going through several seasons of varied weather. From 40 to 80 to 90 to close to zero the temperatures rose and fell. The Suzi handled them all easily. On to Nevada, Las Vegas, some sleep, and the next day it was off to Utah.

Apparently, the only thing there is in Utah are pickup trucks and Sheriff's cars. Sadly, the pickup trucks are grossly outnumbered. There is, though, at least one other thing in that state – snow – and quite a bit of it at that. It has never been claimed by anyone, that riding a motorcycle is fun when the fairing's windscreen is clouded with frost and ice, or when snow and muck start blowing up under your chin and into a full-coverage helmet, Nor is it a jovial experience to be Frozen all over until every nerve is flashing pain instead of cold. I was in the kind of weather that was severe enough to render Hippo Hands helpless. Weather that had the power to turn heavy-duty touring apparel into a defenseless babe in the woods. To make the picture perfectly dear – I was freezing my butt off.

A beacon in the snowy sky, reading: "Astro Motel" was signifying heavily. Sleep came easily. but when I was ready to depart in the morning, I found the weather to be just as bad as it was an evening ago. Great, Back into the cold I went, and battled it back into Nevada. Traveled on for a way and decided to take time out for a torture-break.

My timing must have been right (about the torture session), because directly to my left I could see a beautiful, straight, narrow set of railroad tracks. Perfect – what better abuse could I find in the middle of the desert? I bumped the bike over one of the tracks and pointed the Titan down the center of the two tracks... and ran first gear up as far as it would go... say to about the end of the tachometer dial...and held it there for some 15 minutes. The "test" would have lasted longer, but my body was about to become a giant mass of jello. I bumped on down from the tracks and onto the road again.

As I motored on down the highway, I thought back on what the tracks must have been doing to the bike. I could picture the crank as the bike went over each railroad tie... a sudden jolt as it went up... a micro-second of slack, and then another jolt...and

having it happen about 350,000 times in first gear... and in the Red Zone. Gawd, it made me cringe just to think about it, but the Suzuki just kept on humming along.

Once out on the open road, I felt that travel was more important than torture, and headed out into the darkness towards Las Vegas once again, and a place to rest for the night. Riding through the desert was altogether effortless, and I settled the bike into a steady 70 mph hum. Usually the desert is pretty much void of through traffic at night, but this particular night was a slight exception to the rule – I had company. A BMW.

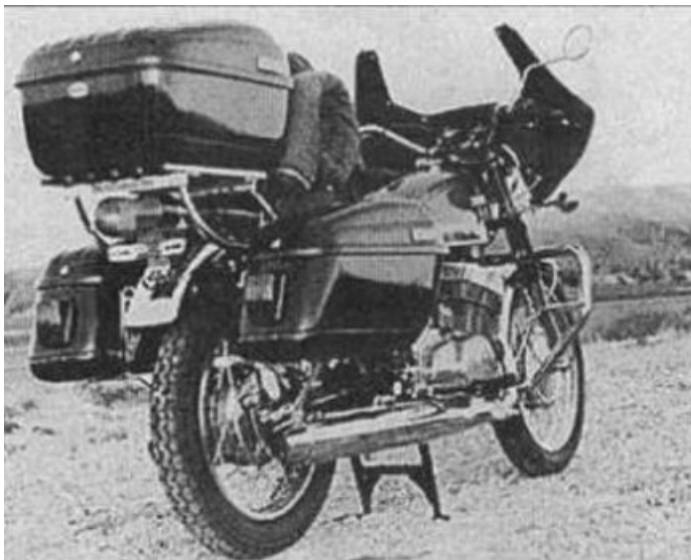
After he went wooshing by me at his leisurly century mark I chose to wind out the Suzi a wee bit and cruise along with him at his set pace. The Titan did the job in a very respectable manner. Not really straining at all, it was as solid on the road at 100 mph as it was at 50. We continued on like this, at the same steady hum for all of two hours, which put us a few miles short of Vegas. In memory of the Nevada Highway Patrol, or whatever they call themselves, I cut down on the ol' sped limit until I approached what could be described as a sane rate. The Bee Emm kept up his pace, and I waved him adieu.

Into Las Vegas – a few beers, a little TV, and Off to sleep. The following morning marked the last day of "testing," and the day would be spent going back into LA.

You could have guessed the rest – no breakdowns all the way into LA., and the bike had undergone 3000 miles of sadistic abuse with not even the tiniest of wrenches coming close to a single nut or bolt. I must admit that I was still a bit disappointed that i couldn't make something start running amuck.

Throughout our testing period of over 3000 miles. we subjected the Suzuki T500 to the worst possible conditions and abuses – without maintenance of any kind. The bike functioned flawlessly without any mishaps whatsoever. We at BIG BIKE Magazine are thoroughly convinced that the Suzuki Titan is the most reliable twin-cylinder motorcycle available. It can handle anything that any cyclist could conceivably dish out. And to top it off – the Titan is also the lowest priced 500 on the market. What more could you want?

Paul Wilcox



THE KALAMUNDA TT by Murray Barnard

Many will be familiar with this poster in the Clubrooms at Wattle Grove, but what is the story behind the poster?



1951: The first post-war West Australian Motorcycle T.T. race was conducted over a two-mile course at Kalamunda on 10 November 1951, unusually this was a Saturday, as there was local opposition to racing on a Sunday. Nearly 100 entries were received for this event. George Scott entered the Senior (500cc) and sidecar races on Triumphs, one of which was a 650 c.c. Thunderbird. The former racing car driver, Clem Dwyer was on a 7R AJS in the Junior (350cc) event, but faced strong opposition from Lloyd Chapman (BSA), Harry Gibson (Velocette), Ron Easson (Norton), R. McIntosh (Norton) and Ray Lawler (Norton). Chief opposition to Scott in the Senior race came from Des Thomas and George Best, on Nortons, and Harry Gibson (Vincent-HRD).

As it was, George Scott won both the Sidecar TT and the Senior TT. The highlight of the sidecar event was a spirited 50-yard push to the finishing line by George Scott and his passenger, when the engine of their machine seized. They were flagged in just ahead of Eric Nicol, to win the 21-mile event in 26min. 5 sec. A. Hankinson was third. Scott also won the Senior event over 31 1/2 miles. Taking the lead early, he finished in the time of 32min. 50sec. Des Thomas was second and E. Russell was third. In the Junior event over 25 miles. K. Tester appeared to be leading comfortably over the last few laps but Harry Gibson surprised the crowd by winning. Tester was second and Peter Nicol was third. Result: Sidecar: G. Scott 1. Eric Nicol 2. A. Hankinson 3. R. McCandlish 4. C. Lawson 6. Junior T.T. : Harry Gibson 1, K. Tester 2, Peter Nicol 3. R. Lawler, G. Godfrey 5, C. Mapp 6, C. Dwyer 7. Senior: George. Scott 1, Des Thomas 2, E. Bussell 3, G. Godfrey 4, C. Mapp 5, Ray Lawler 6.



1951: George Scott won both the Sidecar and Senior TTs

1952: The event was run again on a Saturday, 22 November 1952. The Kalamunda & District News wrote that "the sport of *Round the Houses*" has become a major feature in every civilised country, and there is no doubt that here in Kalamunda, we have a circuit which is ideal for the purpose.

The start will be opposite the Road Board office and the riders will proceed south to Cheetham's corner, thence along Railway Road past the Post Office and Hotel to Headingly corner into Haynes Street, right into Central Road, right into Mead Street, then left into Canning Road and to the start and finish.



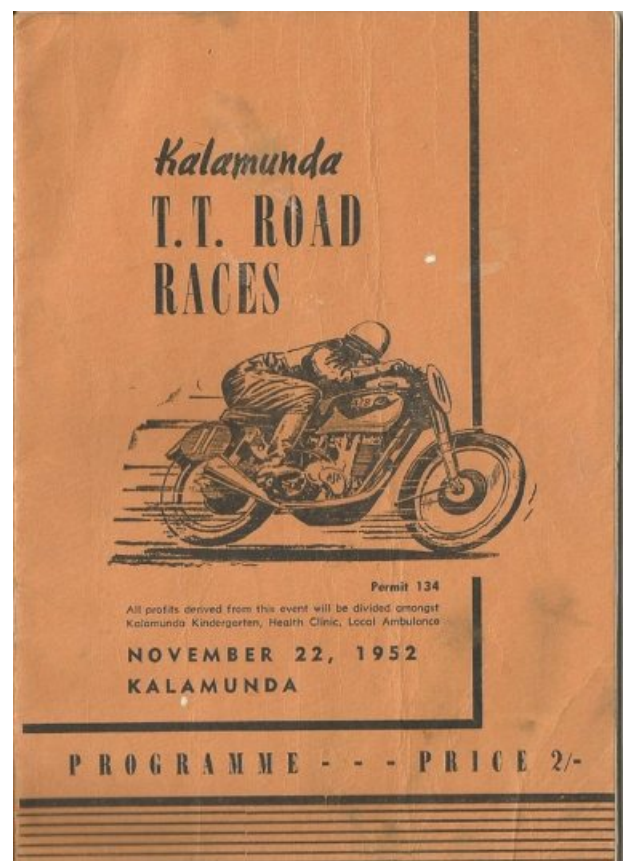


Peter Nicol & Harry Gibson

The popularity of this form of sport can be judged by the number of entries, and also by the fact that riders will be coming from as far afield as Kalgoorlie. The conduct of the races will be in the capable hands of the A.J.S. Motor Cycle Club of W.A."

On Race day, 22 November, speeds in the vicinity of 100 m.p.h. were witnessed by about 6000 spectators. The Senior race was won by George Scott, with Peter Nicol second and D. Leadbetter third.

During the day there were two crashes in which 6 people received injuries - one seriously. William Anderson, 22 motor mechanic, of Sussex street. Victoria Park, suffered injuries to the right side of the face and head and a burned left ankle. After being treated at Dr Debney's surgery, Kalamunda, he was taken by ambulance to Royal Perth Hospital and admitted. He was one of 5 involved, when in the first race the 500 BSA sidecar he was riding got out of control at the bend opposite the gateway to the Kalamunda Agricultural Hall and crashed into a 5ft tall stone wall. An eyewitness said the sidecar passenger, Ray Duncan, 23, chemist, of Victoria Park, struck the road while leaning out as they were making the turn. He was thrown clear of the cycle, but suffered bruises to his back, and shock. The machine skidded across the road and down an 18in embankment into the wall, where it overturned, before striking 2 young men and




a woman near the gateway. Eric Franklin (19), butcher, of East Fremantle, a speedway rider, was knocked off the wall by the machine and received shock and a bruised back. Ted Chamberlain, 21, electrician, of Vincent St, Nedlands, who was sitting on the wall, jumped away just as the cycle hit the stonework. He suffered a gash on the right arm and bruises. After hitting the wall, the sidecar struck a middle-aged woman, rolling her over in the gravel and bruising her back and arms and tearing her frock. The front wheel of the cycle was buckled.

be granted to hold next year's event? It appeared that the residents of Kalamunda were inclined to differ on this issue. The main complaints were too much noise, annoyance to residents, danger to life, damage to roads/ property by machines and by the influx of visitors. A special meeting of ratepayers convened in May 1953 to decide whether motorcycle races would be held in Kalamunda. A referendum of ratepayers was held on June 20 and the motor racing proposal was defeated. Only 300 out of about 1,000 people eligible to vote went to the poll. Sponsored

8

KALAMUNDA T.T. RACES

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KALAMUNDA T.T. RACES

9

KALAMUNDA JUNIOR SOLO T.T.

1—P. Nicol	Royal Enfield
2—G. Scott	A.J.S.
3—H. Piggan	Royal Enfield
4—S. L. Jones	B.S.A.
5—G. Best	Norton
6—A. Fletcher	B.S.A.
7—D. Chesson	Velocette
8—J. Trotter	Velocette
9—G. Godfrey	Norton
10—A. G. McDonald	B.S.A.
11—J. Barlas	Velocette
12—K. Duperouzel	Velocette
13—K. Tester	Velocette
14—L. Chapman	B.S.A.
15—C. Dwyer	A.J.S.
16—J. Bray	B.S.A.
17—T. Stubbs-Mills	A.J.S.
18—W. Fitzgerald	Norton
19—M. Colgan	B.S.A.
21—T. R. Staker	Royal Enfield
22—R. Gill	Royal Enfield
23—B. Cooper	Excelsior
25—R. W. Robinson	Norton
26—R. Lawler	A.J.S.
30—W. Holt	B.S.A.
32—J. Feakes	Triumph
36—J. Bubnich	A.J.S.
39—D. Fletcher	Norton
42—D. P. Blackwell	Royal Enfield
43—H. Worth	Excelsior
44—G. Higgs	A.J.S.
45—G. Pritchard	B.S.A.
47—M. W. Endall	Norton

In the Senior event of the day, the Kalamunda Solo TT, R. I. Stone, 25, a motor mechanic, of Scarborough, got into a wobble on his 500 AJS, at the same bend in the road and crashed heavily on to the bitumen. He received abrasions to an arm.

by the Kalamunda Chamber of Commerce, the proposal to hold the races was defeated by six votes.

Thus ended the Kalamunda TT.

Results were, **Kalamunda Sidecar T.T.**, 16 mlle: Eric Nicol (500 BSA) 1, P. Winslade (500 Norton) 2. N. Phillips (350 Ariel) 3. Time: 21 min 28 secs. **Junior Solo T.T.**, 24 Mile: George Scott (AJS) 1, K. Tester (Velocette) 2, Clem Dwyer (AJS) 3. Time: 26.17 **Ultra-lightweight T.T.**, 8 Mile: G. Coles (BSA) 1, G. Tanner (BSA) 2, A. W. Squibb (BSA) 3. Time: 11.45 (*Note: Peter Grocott on a 125 Puch was not placed*). **Senior Solo T.T.** 24 Mile: George Scott (500 triumph) 1. Peter Nicol (998 Vincent) 2. Don Leadbetter (500 Norton) 3. Time :26.38.

AJS Club sec. H. Hodgkinson, who organised the event for Kalamunda Chamber of Commerce, said despite the incidents, the day had been most successful. He said it was to be hoped that because of the small amount of inconvenience caused to Kalamunda residents, races would be permitted again next year.

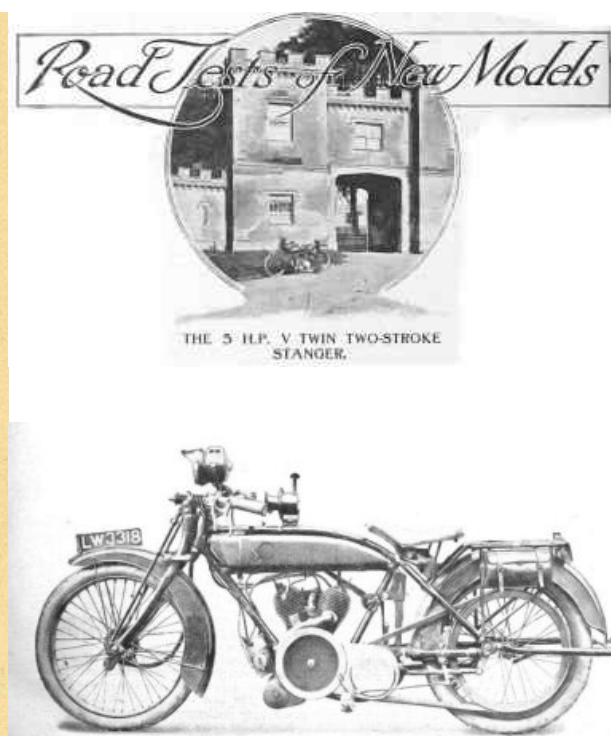
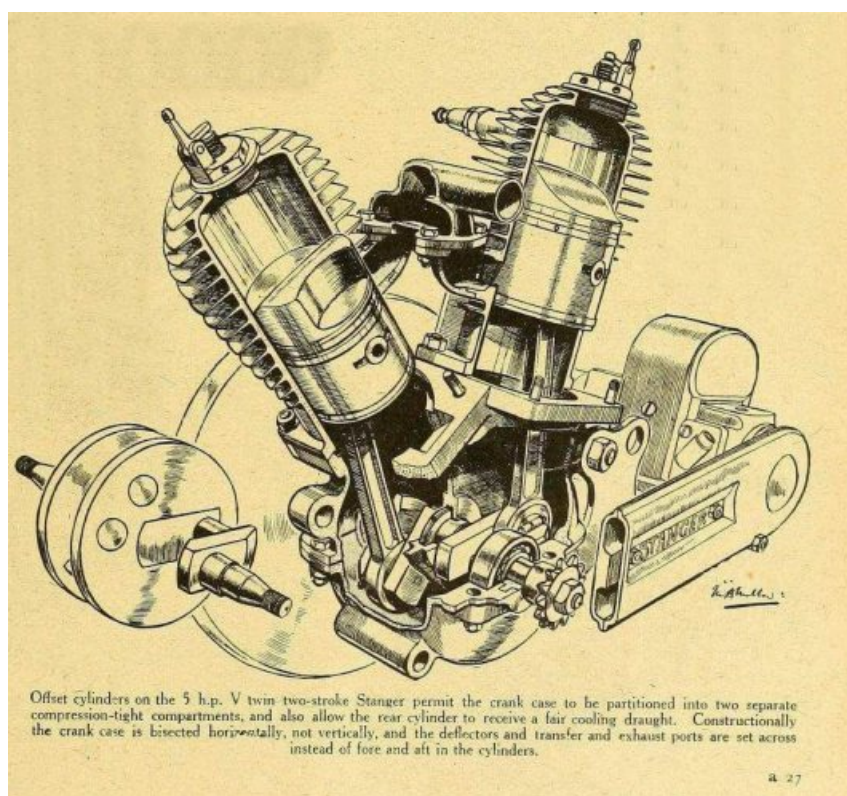
T.T. or Not T.T: As quiet once again descended on Kalamunda, the District News asked the question whether permission would



Ken Tester (Velocette)

Fred's Story: Fred was a nice, quiet little bloke who owned and ran a very tidy service station in suburban Christchurch. He was good at that, but his true passion, lawn bowls, took over every weekend. He was highly rated as a competitor by his peers, and equally well rated at the inevitable debriefing in the bar, post game. This ensured he'd get home, after closing time, in a very relaxed and amiable state. His wife could easily have understudied for Mrs Bucket, and was wont to host little soirées for her like minded friends on Saturday afternoons. Their house was small, so if Fred wanted (or needed) to sit down on arriving home, he'd quietly sit in with the girls, who pretty much ignored him. Thus he sat and listened to their conversations, in which he assured me the favourite topics were the snoring/ swearing/ farting/ incessant demands for sex of their husbands. In one such afternoon, Fred decided he'd have a smoke, quite acceptable in those days. Some of the girls indulged. Out came the packet, along with the matches, and Fred lit up, then realised there was no ash tray within reach. No problem, the extinguished match went back into the box. All hell broke loose! The "dead" match contained sufficient heat to ignite the whole, full, box, which took off WHOOSH! like a rocket, inflicting third degree burns to Fred's thumb, and setting the curtains alight. They were luckily able to contain the flames, so it didn't cost the house. The soirée came to a natural end, and Fred's shares took a battering, and that was one agonisingly painful thumb, for a very long time.

Lithium Batteries: Can every silver lining have a cloud? I believe in terms of lithium battery powered tools, they can. The tools themselves are a revolution - surprising power and run time, and no more bloody extension cords! Wonderful. But there is a cloud. Hardly a day goes by without hearing that a house or workshop has gone up in flames, courtesy of a lithium battery being charged. It's been suggested that leaving them on charge, past being fully charged, is a contributing factor. That worries me. I've inadvertently left batteries on charge, forgetting them when leaving the workshop, under the house. Potential disaster. I decided to safeguard us by buying a timer, from Bunnings, \$13.35, cheap insurance, and just giving the battery an hour so if I do forget, it'll be OK. I then spoke to our two resident fire fighters, Lloyd Redstone and Colin Hankinson, they offered the following. Use only the charger supplied with the tool. Batteries have a specific engineered-in charge rate which is provided by the original charger. Avoid after market chargers. Don't leave batteries on charge for longer than what's recommended in the manual. Where possible, charge on a non flammable surface. Dispose of old batteries at a recognised recycling point - Battery World will take them. Seemingly dead batteries have been known to set rubbish trucks on fire. If anyone has any further ideas on this we would welcome your feedback.



The new Stanger is most comfortable, and impressed us very favourably from every point. It appeared, however, to be slightly under geared, but, notwithstanding, it attained a speed of 40 m.p.h. on the level without any attempt at letting it "all out." Perhaps the machine's most attractive feature is the delightfully even torque of the engine; it is scarcely possible to distinguish the separate explosions at speeds above 20 m.p.h. This fact, too, combined with a comfortable riding position, makes it very stable on greasy roads or wet city streets.

David Stanger's engine was a 45-degree twin with three-port cylinders and separate crank chambers. By 1921 Stanger was in full production from his own premises (in Tottenham, London), these Stanger motorcycles featuring Sturmey-Archer three-speed chain-cum-belt transmission, Brampton forks, Senspray carburettor on his own engine and a choice of rigid or sprung frames. In 1923 all-chain drive became standard, but this turned out to be the final year of production.

For Sale

Note: For Sale & Wanted Ads must be renewed for each issue of the Chatter.

Robin Webb from Lower King near Albany is offering his **motorcycle collection for sale**: 1950 Triumph Speed Twin, \$8,000; 1959 Triumph T100 500cc, \$12,000; 1960 Triumph T110 650cc, 19k miles, \$12,000; 1961 Triumph T120 650cc, restored, \$22,000; 1971 Triumph TR6, 650cc, \$8,000; 1958 Triumph Thunderbird 650cc, \$8,000; 1989 Triumph Thunderbird 900cc, \$7,000; 2000 Triumph Sprint 900cc, \$4,500 & 1991 Triumph Trident 900cc, \$4,000. Contact Robin Webb on 98441234 after 6pm.

Ex Ken Hopkins Estate: Motorcycles for sale: **1928 BSA 350**. \$16,000.00. Not Licensed & **1951 Royal Enfield 500 Twin**. 12,000.00. Not Licenced. Contact Jeff Sanders 0411 750 767 for more information



BSA Gold Flash/Super Flash Replica 1952 650cc: Superbly restored by engineer of note. Mechanically excellent. Offers invited to Contact Don Price 0478 632 159 dgp@iinet.net.au



1983 Kawasaki GT550 For Sale: runs well everything in working order. Rebuilt carbs including diaphragms, new front brake master cylinder, new front pads, and rear brake shoes, new seat cover, new stainless 4into1 stainless Predator exhaust, new tyres, new turn signals, new mirrors, recently shimmed valves, replaced oils and filters. Receipts for all, included digital workshop manual and spare parts list. On club 404 licence but will pass DOT if required. \$3500.00 Contact Colin Hankinson colinhank01@gmail.com



Wanted

Rider Footrests for "PUCH ALLSTATE" 125cc HARDTAIL- part# 500-2515. Terry Germain – E Mail: tgermain@bigpond.net.au 0419 554 735

Sidecar for 1929 BSA Sloper wanted. Steve Johnston, johno.spj@hotmail.com, 0417 961 595

Wanted Pre-65 Trials bike. Really only need frame, forks, wheels, good engine and gearbox. I have all the peripheral bits. I would prefer a Francis Barnett / 197 Villiers but happy to look at anything.

Michael Rock 0437 999 009





Syd Parsons setting a lap record on his A.J.S. at Claremont Speedway, 1928 (Source: SLWA 041222PD)

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Club Regalia

VMCCWA REGALIA CURRENT PRICE LIST : -
Regalia Officer - Andrew Hobday - 0411 358 428 (leave message) - *We can walk and talk like a club, but let's look like a club. Please help Andrew out, he has a lot of stock on hand.*



Hi- Viz Vest \$20, Polo Shirt \$25, Cap \$10, Beanie \$12, Machine Badge \$20, Stubbie Holders \$5, Floppy Hat \$13, Sticker/Decal \$2 or (3 for \$5), Cloth Badge \$10, Machine Badge \$20, Stubbie Holders \$5, & Lapel Pins \$10 or (2 for \$15).



Oops!



The other day I had to report to the local Police Station. I just said, "No comment," all the way through the police interview. I didn't get the job.

I remember being so poor that all we had to eat was coal. Thinking of those times still brings a lump to my throat.

In court, I was found guilty of being overly egotistical..... I am appealing!

Wish me luck in this year's London Marathon. I managed 3 hours, 12 minutes and 9 seconds last year. This year I will try to beat that, but I usually get bored and turn over to watch something else.

I think people who sometimes use the wrong words should have the humility to admit it.

After a terrible time with diarrhoea and a long struggle with hypercholesterolemia, I finally won the spelling contest.

When we were kids, my Mum used to shout so loud that even the neighbours tidied their bedrooms.

My wife wants to break up with me because of my obsession with rugby. I said can't we give it one last try?

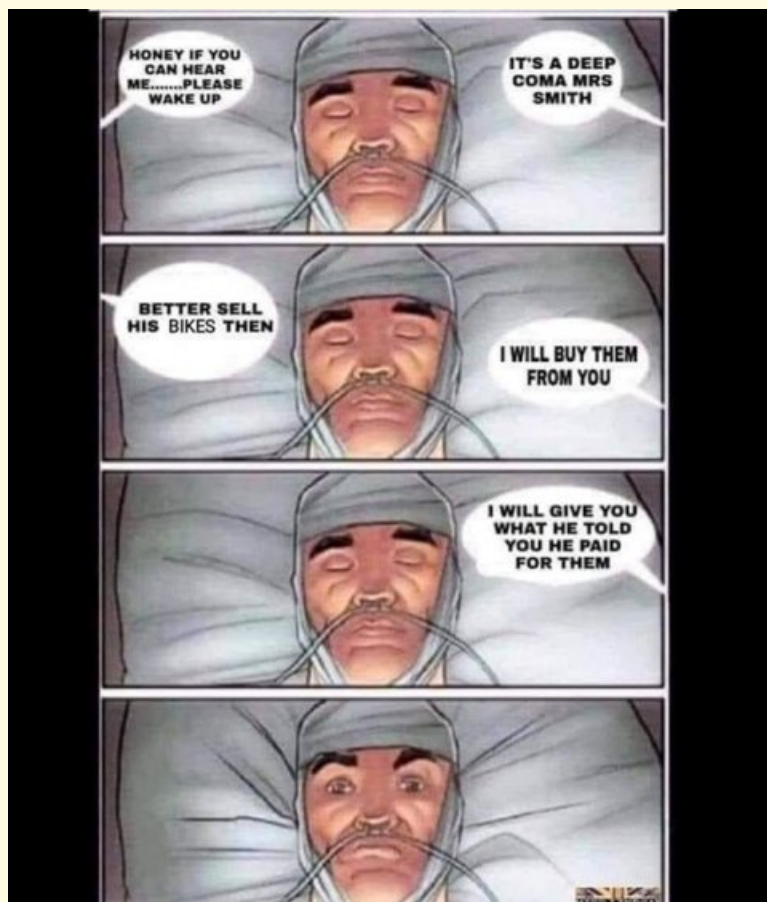
A man, whilst out walking has unfortunately fallen into a sewer, and although he couldn't swim, He was seen to be going through the motions.

I once went out with a girl who was a dentist. She said she had a great time and would like to see me again in about six months.

My wife said that I treat everything as a joke, so I told her to sit down and we could talk about it, that's when I pulled the chair away!

Not saying I'm ugly; but, people used to say to my mum. "What a lovely pram."

My Uncle was a lion tamer. When he went bankrupt, they took nearly everything, but at least he's still got his pride.



BBQ RULES: It is important to refresh your memory on the etiquette of outdoor cooking. When a man volunteers to do the BBQ the following chain of events are put into motion:

(1) The woman buys the food. The woman makes the salad, prepares the vegetables, and makes dessert. The woman prepares the meat for cooking, places it on a tray along with the necessary cooking utensils and sauces, and takes it to the man who is lounging beside the grill - beer in hand. The woman remains outside the compulsory three metre exclusion zone where the exuberance of testosterone and other manly bonding activities can take place without the interference of the woman.

(2) THE MAN PLACES THE MEAT ON THE GRILL.

(3) The woman goes inside to organise the plates and cutlery. The woman comes out to tell the man that the meat is looking great. He thanks her and asks if she will bring another beer while he flips the meat

Important again:

(4) THE MAN TAKES THE MEAT OFF THE GRILL AND HANDS IT TO THE WOMAN.

(5) The woman prepares the plates, salad, bread, utensils, napkins, sauces, and brings them to the table. After eating, the woman clears the table and does the dishes

(6) Everyone PRAISES the MAN and THANKS HIM for his cooking efforts.

(7) The man asks the woman how she enjoyed ' her night off?'





VINTAGE CHATTER



CONTACTS

VMCCWA (Inc) is affiliated with the Vintage Motorcycle Club of U.K. (Inc)

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Dating Officer: 1970 on: Jeff Sanders - 0411750767 - sti22b@live.com.au

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contact any of the following officials to arrange a suitable time & place for machine eligibility inspections:

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Librarian: Ken Vincent - 92932093 & Gary Tenardi

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Invigilator:

Meeting Registrar/Raffles: John Voogt

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Tearoom: Ian Patterson

Event Backup: John Mills 0421738853 or Eric Gibbons 94961508 (when available)

Wattle Grove Clubrooms: 265 Hale Rd Wattle Grove

VMCCWA Bank Transfers to - B.O.Q. BSB – 126547 Acc - 21998733

Club Postal address: P.O. Box 2268 High Wycombe, W.A. 6057

Club Unit: Unit 4, 4 Malcolm Road Maddington

Website: www.vmccwa.com/oilyrag

Cover pic by Nic Montagu



LIFE MEMBERS 1975 to present (Awarded for sustained service to the Club, listed in alphabetical order):

Deceased: Jack Berkshire, John Boyd, Ron Cherrington, Jim Clark, Bill Cowlin, Bert Holmes, Eric Langton, Ernie Legg, Charlie Lawson, Max Madill, Barry Makin, Ron Morrison, Ray Oakes, John Rock, Ern Serls, Peter Stocker & Jim Wallace

Current: Paul Armstrong, Murray Barnard, Chas Bayley, Ron Chave, Norman Chester, Frank Cocks, Jack Cunningham, Rex Edmondson, Brian Lawrence, May Makin, Terry McKie, John Moorehead, Bill Morrell, Shirley Morrell, Barry O'Byrne, Keith Perry, Ed Shekell, Ken Vincent, Dave Weeks, Keith Weller & Adrian White.



NEXT CHATTER: The next Chatter will be the October 2023 issue. Any contributions required by mid September 2023 at the latest, thanks.

Being drafted in to sit at the head table at a monthly meeting is a common occurrence, especially in flu season, but sometimes short notice can cause a flurry of concern and existential angst. At the May monthly meeting, the absence of both our Treasurer & Secretary, due to bad bouts of the flu, lead to a mad last minute rush in the gloom and rain of Winter to get the keys required to unlock and access the sound system in the meeting hall. To add to my woes, the late notice to sit at the table coincided with my ear trumpets running out of power. Consequently, whilst acting as Secretary, the contributions from the floor were as audible to me as if I had strapped four pillows over my ears! Thus disabled, I was unable to contribute to the meeting to the degree my razor sharp wit, repartee and penetrating observations would normally enable me. I have been informed that efforts may be made by some by some elements to disable my ear trumpets at all future meetings! How strange some minds work.

On a related front, attendance at monthly meetings has diminished significantly since Covid interrupted the smooth flow of social engagement at the clubrooms each month. Whilst we can attribute some blame to the cold Winter nights, this pattern, however, has been in evidence even during the warmer months. The VMCCWA is not alone in this regard. Many Clubs report diminished attendance at meetings and some apportion blame to increased social media use and the competing attraction of Netflix and soothing cups of hot chocolate whilst comports on soft reclining lounges in front of the fire. We also have a lot more social opportunities these days with our coffee meets, most days of the week, which may be more congenial and offer the added benefit of a run on the bike. Should we reduce the frequency of meetings to make them more meaningful? Would presentations provide more interest? Additional catering? Is the structure of the meeting too formal. Should the meeting be more social? Email me with ideas, criticism or suggestions. I would love to hear from you.

The Chatter should be a magazine/newsletter for all members. As Editor I do struggle with a distinct lack of contributions from members whether engaging stories, bike histories, restorations, technical contributions or even run reports. When contributions are made they are always well received. I can keep going quite adequately regaling you with matters that amuse or interest me, but I rarely get any feedback as to how these are received. Heavens know the series on the evolution of motorcycles is only up to 1901, we have 120 years or more to go! Again, email me with suggestions or provide some feedback, I might even print the less defamatory ones.

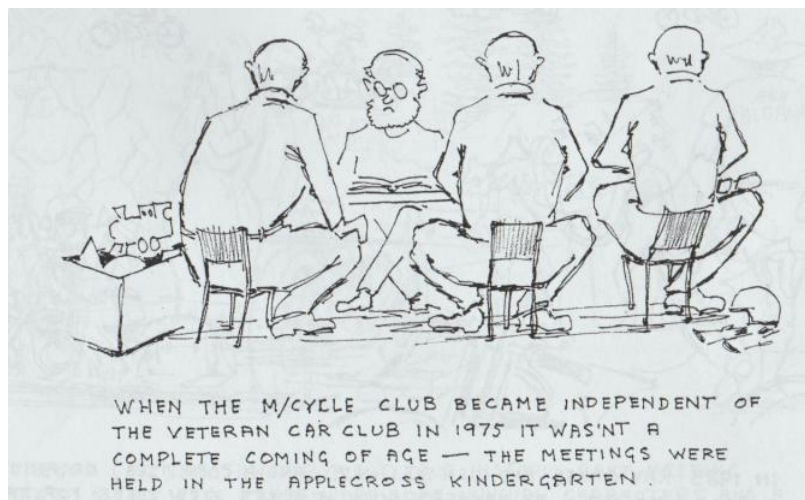
Being the role model I am, for hearing deficiency, and having struggled with this disability for at least 20 years I found recent reports on dementia studies both interesting and concerning. Recently, I have had people asking about the efficacy of hearing aids. I can attest to the vast improvement of hearing aids from 20 years ago, but they do not resolve all aspects of hearing loss. Hearing loss is not recoverable but the latest hearing aids are more adaptable and best of all rechargeable (given sufficient notice!) Why am I banging on about hearing aids, well it is because of a recent study which has found a link between hearing loss and early onset dementia. What catches one's attention, however, is a further finding that this risk is substantially diminished where people with hearing loss are wearing hearing aids. (Probably too late for me as people may have noticed.) Whilst any study like this probably requires a lot more research, it does give cause for anyone with hearing loss to seek out hearing aids as soon as possible. I have found the Lions Hearing Clinics beneficial and less profit motivated. The following is an extract from an information sheet from Hearing Australia:

Hearing loss due to normal ageing is one of the most common conditions affecting older adults. Over half of Australians aged between 60 and 70 experience some kind of hearing difficulty, which may be very debilitating. An early sign of age-related hearing loss is trouble hearing what other people say to you, especially in noisy environments. These symptoms often start gradually, and it may be years before you notice the condition. This makes early detection and treatment difficult. In fact, on average people wait seven years to seek treatment following a diagnosis. But it is important to seek assistance as soon as you can since the earlier hearing loss is diagnosed and treated, then the greater the impact of hearing interventions. It is also important to seek assistance because hearing health is related to brain health. Age-related hearing loss is a factor that increases the risk of dementia. Research suggests that people with mild symptoms of hearing loss may be twice as likely to develop dementia as those with healthy hearing. People with severe hearing loss may be five times more likely to develop dementia. Hearing difficulties may reduce quality of life through social isolation, feelings of loneliness and depression, and a loss of independence. These factors in turn may increase the risk of developing dementia. Alternatively, hearing loss may place an additional load on the mental resources of a vulnerable brain as the person who has difficulty hearing works harder to decode and process sounds. This additional load may mean that there are fewer resources for memory, understanding speech, and other cognitive functions, and this may lead to changes in the brain. It also is possible that the neurological process that leads to dementia is the same process that leads to age-related hearing loss. Researchers are working hard to identify the reasons for the link between hearing loss and dementia. Early identification and treatment of hearing difficulties may help lower the risk of dementia.

ANNUAL GENERAL MEETING: Wow, seems early to talk about the Annual general meeting, but November will come around fast! Annual general Meetings come with strict time tables which are specified in the WA Associations Act. To comply with these requirements I need to seek nominations for Committee in this issue. All management committee positions will become vacant on 1 November 2023. Nominations for committee are thus sought for all positions. A nomination form is included in the Chatter cover sheet. Nominations for Committee must be lodged with the Secretary by COB 12 September 2023. Nominations are sought for the positions of Chair, Deputy Chair, Secretary, Treasurer, Communication (i.e. Web, database & Chatter admin) & 4 General Committee positions. Please nominate for one of these roles. You can contribute to the direction of the Club & make a difference.

30TH ANNIVERSARY BOOKLET: Several issues ago I asked for help to locate a copy of a 30th Anniversary booklet that Jim Clark had produced for the Club's 30th Anniversary Dinner. Copies of the booklet were produced by Jim and left on the tables at the Anniversary dinner. It was a not an official Club document and no-one seemed to recall the booklet and the Club Library did not have a copy. Well, Maurice Glasson has come to the rescue. Maurice found a copy amongst some old papers and has kindly provided a scan of the booklet. The booklet will be printed and a copy now lodged with the Club Library.

Thanks Maurice for your help.



Old Iron Volunteers and officials 2023

Main Hall	Sausage Sizzle	Gate Team	Canteen
Richard Argus	Brian Wren	Les Vogiatzakis	Flo Barnett
Murray Barnard	Jeff Sanders	Neil Freeman	Val Loverock
Nic Montagu	Mike Hesford	Nic Stone	Melissa Argus
Rob Rowe	Paul McCartney	Rob Fowler	Pip Castel
Simon McGrath	Rhona Finnigan	Simon Madden	
John Moorehead	Richard Morrison	Tony Lock	Swap Meet
John O'Brien	Walter Cattellino	Chris Meyer	Colin Hankinson
Lat Fuller	Brian Grey	John Gray	Johnny Mulrennan
	Stephen Hills	Ken Matsen	Roger Cass
Small Hall		Lionel Hall	
Ken Vincent	Stewards	Ray Oliver	Misc Roles
Gary Tenardi	Bob Cary	Jim McGregor	George Loverock
Andrew Bartleet	Chas Bayley	Gerald Connolly	Andrew Hobday
Jeff Linley	Keith Wellar	Greg Lanzok	Darren McNamara
		Ian Whitfield	Jim Douglas
		Leon Bonolo	

Many thanks are expressed to the many volunteers and officials who helped make the 2023 Old Iron a success.

I have attempted to capture as many names as I can of those who assisted or at least volunteered to assist.

Sincere apologies to any I have missed, I am reliant on the lists provided to me by team leaders and these are often incomplete as we are all so busy on the day.

Murray Barnard

The following notice has come to my attention. I am reliably informed that the road will be open in time for the 2023 Gypsy Tour at Denmark/Albany in November.

CATERING FOR MOTORISTS - Road Between Albany and Denmark

In connection with motor traffic to Denmark, Nornalup and Frankland River, Mr. S. J. Hayward, director of the Tourist and Publicity Bureau, has addressed the following communication to Mr, James Paterson, secretary; of the Automobile Club: "As you are aware, the road between Albany and Denmark is quite unsuitable for motor traffic, and it becomes necessary for motorists to rail their cars between these points. In the past, the facilities for trucking cars & unloading them at Denmark have not been too good, it having been necessary to zigzag the vehicles into the railway waggons, which most owners who respect their cars desire to avoid. The Commissioner of Railways has now arranged to provide a crane at Denmark, and suitable tackle is being made for lifting the cars from the ground into the truck and by these means cars can be loaded and uoloaded in the minimum of time both at Albany and at Denmark. The Commissioner has also fixed a flat rate charge of £1 per car for the trip (the ordinary rate for motor car weighing one ton would be 24/8). "I am sure that these facilities will be appreciated by members of your club and the motoring public generally."

Sunday Times, 10 December 1922

VACANCIES

Machine Examiner: The VMCCWA has an opportunity for a machine examiner. This is quite a privilege for the Club as the Department of Transport rarely appoints motorcycle Club machine examiners. The Department however has agreed to appoint a new machine examiner due the size and track record of the VMCCWA in respect of machine management & compliance.

Thus the club is looking to appoint a new Authorised Vehicle Examiner (AVE) to carry out inspections of old Motorcycles in conjunction with the Department of Transport. The role involves inspection of motorcycles to ensure compliance with 404 registration and to ensure the motorcycle is roadworthy. As a Club machine examiner you will be likely to examine 20 - 40 vehicles in a year.

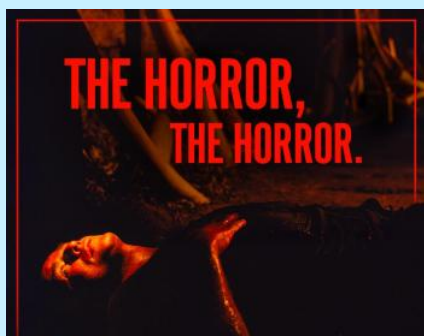
Training for the role is provided by DoT. The club will provide equipment and a facility for the inspections. Candidates will be required to hold an Australian motor mechanical trade qualification with at least two years trade experience, plus hold a current Australian Drivers License for motorcycles and provide current Criminal and traffic convictions records.

If you are interested in contributing to the Club through this important role please contact the Treasurer, Jim Douglas (9401 6763), in the first instance, to discuss requirements and expectations of the role.

Management Committee Roles: As mentioned previously, all positions on the committee will be declared vacant on 1 November 2023. These roles all contribute to the ongoing management of the Club and its future direction. If interested in contributing to the Club direction please speak to any member of the Committee to clarify roles and expectations. If you are interested but feel unready for a role at present, please discuss your interest with a Committee member as it is possible to act as understudy or attend Committee meetings to get a feel for the role. All roles can use assistance at most times. In particular, if you have computer skills or knowledge or an interest in publishing and editing then please consider being an understudy or assistant for the Communication role.

The roles becoming vacant are: Chair, Vice-Chair, Secretary, Treasurer, Communication and 4 general Committee members. The nomination form is on the postal Chatter's mailing sheet (it will attached to the email for digital Chatter subscribers).

Event Organisers: Want some variety, got some ideas or suggestions for a run or an event. Well, now is your chance. Organising an event is not that hard, all you need is a start point point and a destination. What about a run to a vineyard, museum, burger bar, National Trust site, BBQ, riverside or whatever? How about offering to help and organise a Club event and making a difference?

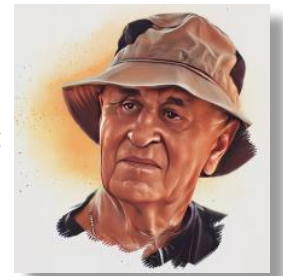


The Club website crashed the other day just as I was posting information on the Beverley Run for Jeff Sanders. If anyone knows just how much work goes into building a website like ours, you can imagine the extent of my dismay. On top of that when it goes down, how on earth do you determine which of a myriad of issues has gone wrong. The website is hosted in the USA so a lot of things can wrong between my laptop and the host company's server. At my age, being untrained in matters computer and also not so flash since bashing my head, the prospects were not too promising. Fortunately I practise regular backups, a time consuming but essential exercise. The backup was just under a week old, so current enough for recovery. The website was soon back up and running. No idea why it went down. The lesson is always backup your data on your phone, laptop, PC or tablet. MB

The Management Committee has recommended that emergency contact details should be collected at Club events in the event of an incident occurring. As such the event run sheet has been revised to enable the event organiser to collect contact names and numbers as well as member details. The membership application form and renewal form will also be revised to collect contact details.

The Management Committee is represented on the Strata Committee for the Malcolm Road units in Maddington. Strong pressure from the VMCCWA has lead to a proposal to fence the facility, repair the road surfaces and tidy the place up generally. Hopefully action will be evident in the next few months.

The Old iron Sub-Committee met recently to thrash out details for the 2024 event. Due to Covid restrictions the 2020 & 2022 events were cancelled at short notice. Hopefully we can get back into Annual events again. The Sub-Committee reviewed the results of the last three Old Iron Shows and discovered a significant drop in attendance from 2019 to 2023. The VMCCWA is not alone in recording this result, other Clubs holding similarr events have also experienced a drop in attendance e.g. The Classic Car Show run by the VCCWA. The issue with a drop in attendance is that gate revenue is dramatically reduced, to the point where the Swap Meet and Display is not viable. As a result the Sub-Committee is looking at substantial savings options for 2023.



ALLEN ROBERT JOHNSON. 12/3/33 - 22/5/23: Very sad to advise we've lost another of our long serving members, #377 Allen Johnson died peacefully in his sleep on 21st May. He had turned ninety on March 12th. Heartfelt condolences are extended to Allen's family.

Clever, sociable, amiable, all words which come to mind when you hear the name of Allen, or "A.J." as he was often called. And a quiet achiever too. Who would guess the house we all so happily attended to celebrate his annual Hills Run, was built, from the ground up, by Allen. The garden around was testament to his green fingers.

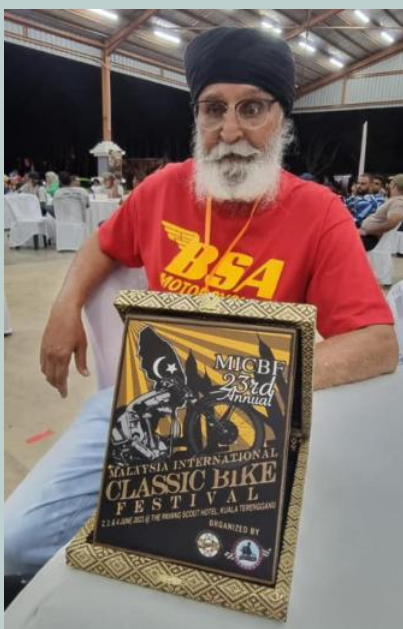
Clubs need members like Allen, one of an increasingly rare breed who contributes, one whose hand is among the first up when a call is made for volunteers. He was a long term member of the Keith Perry organised team who, every month, gathered for a very early start to produce and distribute the "Chatter." He was instigator of his Hills Run, also the annual visit to the Machinery Preservation Society, and an Economy Run. Those runs were always well organised. He rode a B.S.A. M21 and a B.S.A. A7 until, as age made itself felt, those bikes became too heavy (a situation many of us experience), so he acquired a Honda 400 twin, which of course had electric start as a bonus.

Allen served a coppersmith apprenticeship in private enterprise, once qualified, he worked at Midland Railway Workshops, further enhancing his knowledge of his trade in that unique environment. When retirement beckoned, he left the Workshops. Army Reserve was another interest Allen followed for several years. As a result, he became eligible to join the Returned Services League, in Bellevue, where he enjoyed his own chair at the bar, bearing the label "Titus." He married the love of his life, Mary, they produced three children, Deb, David and Gary. Both boys followed their father into motorcycling, riding scrambles, then later on, Vintage motocross. They still have Allen's bikes, and ride them. Later in life, Mary developed health problems, so Allen became her carer, truly a labour of love. In 2021, Alzheimers Disease took Mary. Allen was utterly devastated. They'd flourished as a tight partnership, each feeding off the strength of the other, not at ease in a solo role. Such a union is a beautiful thing, but takes its toll at parting. Allen said to me at the time "Why couldn't we have gone together?" He developed symptoms of Alzheimers Disease but never forgot Mary. Gary, now retired, took pleasure in taking his father for drives, observing how thrilled Allen was each time they drove down the ZigZag, seeing it for the "first time", each time. Allen passed away in his sleep. He will be mourned by many, who may take some comfort knowing he's reunited with his beloved Mary. Rest in peace, mate. Allen's time at the Midland Railway Workshops is memorialised in a paving brick, see the report in this issue on the visit to the Workshops..

Sad to relate, Albany Section member **Shawn Mullally** passed away recently and his funeral was held on 23 June 2023. Condolences are expressed to his family, friends and Section colleagues.

Don Price has had an operation to restore a worn out thumb, and is currently wearing a plaster cast on that arm. He's highly frustrated by the lack of movement to do all the things we take for granted, like getting dressed. Also he can't do any of the machining work he offers Club members, but sees it as short term pain for long term gain. We wish Don well.

The Club Parts Sub-Committee has sought approval from the Management Committee to purchase two parts and bike collections for sale to Club members. The collections will need assessment and sorting before they can be made available to members. The Management Committee is also looking at replacing the chairs in the Eric Langton Room. Some of the chairs there look like they have seen hospital emergencies performed on them, stained and dilapidated! The purchase of a dozen chairs is being considered.



Left: Joe Singh recently visited the East Coast of Malaysia and attended Terengganu Bike Week & the International Classic Bike Festival held at the Payang Scout Hotel in Kuala Terengganu City.

Right: Club membership badges have been on hold for a while awaiting the arrival of the raw material & equipment required. Cathy & Mario Cudini are now working hard on the backload, even whilst travelling on holiday!



VALE MAY MAKIN -16 July 2023



May Makin (Club Member #10) was married to Club stalwart Barry Makin, who passed away in 2009. May was also very active in the Club for many years, including putting in much time towing the backup trailer at many events. May assisted with the printing of the Vintage Chatter for 17 years and became very much a Club personality. Always very approachable and welcoming. May was deservedly appointed as a Life Member in 1990. *Murray*

Sadly, May Makin succumbed to Alzheimers disease on July 16th 2023. May has been ill for quite a long time, and her condition deteriorated rapidly in the last couple of weeks, offering her no quality of life, even though daughter Michelle and her husband Scott have nursed her tirelessly through this sad, trying time. May will always be remembered for her adopting the essential role of Back-up driver. She would have lost count of the riders and their faulty machines she took home, often going miles out of her way. Sadly, another link to the past is severed. Rest in peace, May. Our condolences to son Alan, Michelle and Scott. *Adrian*

May's daughter, Michelle Baines wrote: Mum and Dads' lives **were** the VMCCWA. Dad was one of the first members who had their meetings at the Kindergarten on the kiddy chairs! Dad would borrow a bike from Neil Stephenson to start with before building his first bike. Mum and I would be backup. Once I turned 17, Dad had my first BSA restored for me and then when I was 18 I had my bigger BSA. So it was a family thing, Dad and me riding and Mum backup. She was a whizz with the trailer. She could reverse the car up pretty much dead on to our trailer and that was without a reversing camera. Mum would never ride a bike or go pillion. She hated it. But when she volunteered with the road racing club, they had a media day and she was talked into "going for a slow ride around Wanneroo". They found some leathers and talked her into it. If I wasn't there I wouldn't have believed it, they went full pace around that track and she climbed off that bike with the biggest smile. Well, Dad had a sidecar built before you could say "wanna for a ride". So there started Mum's love for sidecars. Mum also loved doing backup on Club rides and having chats with the riders. She would always drop them home. They would say "oh, it is out of your way," and Mum would always come back with, "No, it is on my way home." Even if they lived in Rockingham, it was still on her way home, until she actually got home. When Dad passed away Mum still did backup and attended every meeting until we had to stop her driving. Unfortunately, Mum got dementia and so we took her to live with us in Newman 4 years ago and then in March this year she was diagnosed with terminal cancer. So Mum and I moved back to their house in Herne Hill. Mum passed peacefully Sunday morning and is now with Dad and all their VMCC mates going to the next rally in the sky.

The chatter was a major part of our lives, every Thursday Dad would have drinks with friends and once a month that Thursday would be Chatter night. When Mum first started doing the chatter it was typed on a manual typewriter with a stencil. The letters would punch a hole in the stencil and if she made a mistake then she had to put pink liquid on it (a bit like whiteout) which would cover the hole and she would do the correction. Then she went to an electronic typewriter which did one line at a time. We eventually talked her into getting a computer. Then Dad would then put it on the manual gestetner and would hand wind every page. This would take hours to do. Once the front page was done Mum would type the addresses on them ready for postage. Then we would sit in the lounge on the Thursday night with members Rex McRae, Bill Haseldine (dec), and Russell Meakins, one person would collate, one would fold, another would staple and then Mum would put them into post codes and bundle them up. Then maybe a few beers were had and lots of salami and cheese!

The Redstones Face Adversity: This is a shocking example of how life can change in instant, how your world can be totally changed, but hopefully, not permanently. Member #1573 Lloyd Redstone's wife, Carol, was in her Honda HRV, heading down the driveway to work. Stopping the car to open the gate, she moved the gear lever toward the "park" position, then stepped out of the car. Whilst one foot was still in the car, the vehicle moved backwards, Carol went for the brake, hit the accelerator instead, all hell broke loose. The car took off backwards, at speed, taking Carol with it, not stopping until hitting a fortunately placed tree. Carol has no real memory of this, but there are signs she eventually fell from the car, then crawled twenty metres, in pouring rain, to the crashed Honda, pulled herself up the side of the car, and phoned a neighbour. They rushed round, got her in their car with the heater flat out, to try and warm a seriously chilled, soaked Carol. A summoned ambulance met them part way the (Redstones live in Mount Helena) to hospital. Once there doctors discovered severe skin abrasion, three fractured vertebrae, and internal bleeding. She now wears a full body brace, recuperating at home, being cared for by Lloyd. He works FIFO, was sent home immediately, and now is on Carer's Leave. We wish Carol a speedy, rapid and complete recovery. Adrian



John Ross - pre War Speedway rider at Claremont Speedway, Western Australia (photo supplied by Ross Burgess)

Numb Bums & Oily Rags by Adrian White

The building in Midland in the old Midland Workshops, now housing the Machinery Preservation Society is perfect for that purpose, and has a very early connection to our Club. Founder and early members Barry Makin, Allen Johnson, and Alan Newbey all served copper smith apprenticeships in that very building complex. Sadly, none are still with us. Barry set a run from the main gate, giving each contestant a replica of the brass disc each employee had to carry, hanging it on a specific hook to signify their presence at work. He also reminisced about early Committee meetings, held in a kindergarten, all sitting on kindergarten size chairs, as captured in the drawing by Jim Clark, reproduced in this "Chatter."

ONLY IN AMERICA.....A fleeing murderer, being chased by a Deputy Sheriff shot the pursuing lawman dead. Outraged, the Sheriff mustered his whole force to track down and apprehend the killer. Once found, he was surrounded, but was foolish enough to try and shoot his way to freedom. He died on a hail of lead as the lawmen emptied their guns on him. In the following inquest, the Coroner was puzzled to find the cause of his death was given as "natural causes." When asked about this the Sheriff offered "When you get thirty-three bullets in you, you're just naturally gonna die!" Case closed. Interesting to note the Philadelphia Police Commissioner is Danielle Outlaw.

Club Events - Stephen Hills



APPROVED CLUB EVENTS

Please note: members using 404 concessionally licensed machines can attend any of the events listed below (including monthly & section meetings) without logging their use. Members using C4C machines must log all machine use. Concessional use is only for going to and returning from an event by the most direct route, as well as participating in the event.

MONTHLY MEETING: Clubrooms - Start at 8pm, 1st Wednesday of the month. Held at 265 Hale Road, Wattle Grove.

PARTS STORE/LIBRARY: The Parts Store & Library are open Monday mornings each week - 9am-11 am (except on PHs)

SECTION MEETINGS:

Post 70s Section - 3rd Monday of each month. Clancy's Fish Pub, 51 Cantonment St, Fremantle - 6pm. Organiser: Stephen Hills

Pre31 Section - 4th Weds of the month, 7.30pm, Eric Langton Room, 265 Hale Rd, Wattle Grove (except December). - Chair: Ken Vincent - 92932093, Sec : Art Woldan - 93303264, Treasurer: Jeff Sanders - 0411750767. Fees payable to BSB 036-087 - Acc 778468

COFFEE RUNS: Regular weekly events: Note: may be followed by a lunch run

1. **Northern Suburbs - 10am Wednesdays** at Two Rocks Shopping Centre- Jim Douglas
2. **Eastern Suburbs - 10am Thursdays** at Bean 2 Brook Cafe , Canning Rd, Pickering Brook - Stephen Hills
3. **Southern Suburbs - 10am Fridays** - Pengo's Cafe, Shoalwater Bay. Organiser - Stephen Hills
4. **Fremantle - 9am Saturdays** - Meet at Tinsmith Cafe, 16 Stack Street Fremantle Organiser - Stephen Hills

REGULAR MONTHLY EVENT:

Classic Cars, Bikes & Coffee Display - 1st Sunday of each month. Display bikes in by 8.00 am, event is from 8.30am-10.30am in UWA carparks, 3&4 Hackett Drive Nedlands. Entry by \$5 donation to Prostate Cancer Foundation Aust.

Contact Steve Hills steve.mag@icloud.com or 0413678604

APPROVED EVENTS CLUB RUNS - ALL MEMBERS WELCOME

Wednesday August 2nd - Monthly Meeting at Wattle Grove - from 7 pm (Incl Steve Hills presentation on Road Safety)

Friday August 18th - Fremantle Men's Community Shed Meet Up. Meet at The Shed, 70 Shepherd St, Beaconsfield 8am for 9am start with free coffee & feed. Display your bikes and have a look around the first Men's Shed to be set up in Metropolitan Perth. If weather permits, we will have a mystery tour ride for lunch. Please text RSVP/attendance in advance for catering purposes. Contact Jeff Sanders 0411750767

Sunday August 20th - Keith's BBQ - Meet at Keith's Weller's, 122 Bushmead Road Hazelmere 10.00am. Come and enjoy bikes and BBQ. \$10 for BBQ and refreshments. Contact Keith Weller 92742476

Wednesday September 6th - Monthly Meeting at Wattle Grove - from 7 pm (Incl Richard Argus presentation on BSA A10s)

Saturday September 9th - Beverley Re-enactment Send-off - Meet Bean 2 Brook, Canning Road , Pickering Brook 11.00am view the vintage and veteran motorcycles Enjoy a coffee and camaraderie and maybe a ride to a lunch destination of your choice. Contact Steve Hills 0413678604

Thursday September 15th - Monday September 17th - Orabandon - Richard Argus (see details overleaf)

Wednesday October 4th - Monthly Meeting at Wattle Grove - from 7 pm (Incl presentation by Keith Weller on Moto Guzzi Alce)

Sunday October 29nd - Serpentine Airfield - 50th Anniversary Fly-in - Stephen Hills

Wednesday November 1st - Annual General Meeting at Wattle Grove - from 7 p.m.

Saturday November 18th - Sunday November 19th Gypsy Tour - Stephen Hills & Lynton Morgan (see details in this Chatter).

Sunday December 3rd - Dam Early Run - Stephen Hills

Wednesday December 6th - Monthly Meeting at Wattle Grove - from 7 pm

Tuesday December 26th - Boxing Day Breakfast - Ken Vincent

Pre31 Restricted Event - up to 1948 machines only: Saturday September 9th - Sunday September 10th Beverley Re-Enactment & Old Hotel Run: See details in this Chatter and/or on the Club website.

Coming Events



Registrations for Orabandon 14-18 Sep 2023 are now open.....Coordinator Richard Argus (email: secretary@vmccwa or Mob. 0418934550). Schedule:

Thursday 14th: arrive at Fluid Line Services, 16 Yindi Way West, Kalgoorlie. Bikes to be locked away in workshop. Trailers can be left in the secure yard. Thursday evening: Attendees get together (good food and company, tall tales told).

Friday 15th: Day 1 Ride: Ora Banda or bust. Lots to eat and see..

Saturday 16th: Big Day Out at Wangine Soak (20 miles north of Ora Banda). Two chartered buses have been hired. Adventure and bush BBQ; sights you haven't seen before.

Sunday 17th: Day 2 ride: First stop Coolgardie. Experience "Back To Coolgardie Day", then ride on to Kambalda, and back to the Golden Mile. Lots of food, and storytelling. Wind-up meal in the evening.

Monday 18th: Check-out, and Bon Voyage breakfast at the workshop.

Administration - Please note the following:

1. Registrations are now open for Orabandon 2023. Please contact Richard Argus (email: secretary @vmccwa or Mob. 0418934550) asap to secure a place on this popular Annual Event. Numbers are limited so register early.
2. Payment is required by direct deposit upon registration, for both riders and partners. Registration is \$45/rider or if accompanied, \$55 inclusive for rider & partner.
3. For 2023 the Club has pre-booked accommodation at the Discovery Caravan Park, Kalgoorlie, as accommodation is always at a premium in Kalgoorlie. Please choose the accommodation option that suits you (see below).
4. Payment to the Club of 50% of the cost is required up-front if you are choosing to stay at the caravan park. The remaining 50% must be paid to the Caravan park on arrival.
5. There are four categories of chalet available, and between 4 to 2 people can be accommodated depending upon the chalet type. Contact Richard for details.
6. Please direct payment to BSB: 126547 Account: 21998757

MEN'S SHED

CELEBRATING
30 YEARS OF
CONNECTION,
COMMUNITY &
CAMARADERIE

30
Years
OF SHEDS

SHEDDER'S BIG BBQ BREAKFAST

VISIT FREMANTLE MEN'S
COMMUNITY SHED
FOR A COFFEE, A FEED
& A BIT OF FUN!

FRIDAY 18 AUGUST
8.00AM - 12NOON

FREMANTLE MEN'S COMMUNITY SHED
70 SHEPHERD STREET, BEACONSFIELD

Friday August 18th – Fremantle Men's Community Shed
Meet Up. Meet at The Shed, 70 Shepherd St,

Beaconsfield 8am for 9am start with free coffee & feed. Club putting on a bike display. Display your bikes and have a look around the first Men's Shed to be set up in Metropolitan Perth. If weather permits, we will have a mystery tour ride for lunch. Please text RSVP/attendance in advance for catering purposes. Contact Jeff Sanders 0411750767



The Gypsy Tour is a collegiate exercise with the Albany Section of the VMCCWA. It is a great opportunity to ride on some different roads and take in the scenery. As well is a fabulous opportunity to relax and meet up with the Albany Section members. The Gypsy Tour for 2023 is based in Denmark. The event will be held on the weekend of November 18/19 2023.

A feature of the Gypsy Tour on the Saturday will be a visit to a cheese and wine farm and a ride through the Valley of the Giants. Dinner will be at the Denmark Tavern. On the Sunday the Albany Section kindly caters for the event with a free BBQ at the Section Clubrooms at Little Grove on the shore of Princess Royal Harbour. It is a popular and fun event so please come along. It is a social event so any machine is OK, bring a car if you can't ride.

Book accommodation now by ringing the Rivermouth Caravan Park at Denmark. The Rivermouth Caravan Park is the base for the weekend run. Accommodation is limited, however, here are alternatives in the area, the Big4 or the local Hotel & B&Bs.

Please register as soon as possible your intention to participate in the Gypsy Tour. Numbers of attendees are required to inform our morning tea & lunch venues for the Saturday run. As well the Albany Section needs numbers for catering. Please register by emailing Stephen Hills on steve.mag@icloud.com or by phoning Mob. 0413678604.



Sunday August 20th - Keith's BBQ - Not to be missed. Social event of the year. Meet at Keith's Emporium of fine motorcycles, 122 Bushmead Road Hazelmere 10.00am. Come and enjoy camaraderie, motorcycles, cuppas and a BBQ. \$10 for BBQ and refreshments. Contact Keith Weller 92742476

Beverley Run

Beverley Reenactment and Old Hotel Run - 9th & 10th September

This combined 2 day event is being organised by the VMCCWA Pre-31 section and is aimed to encourage members of all clubs who own pre1949 machines and give them an opportunity to get their bikes out of the shed and join us on the Beverley Reenactment Run and visit the old Beverley Hotel. We will be riding on quiet, good, sealed roads to Beverley. We will be starting at the Bean 2 Brook Café on Saturday morning to meet up with other VMCCWA club members who will have bit of a chinwag and wave off us. The Beverley Hotel was originally built as the Railway Hotel in 1885 and underwent major refurbishment and was modernised in the Art Deco style in 1938 and has not changed a lot since then.

Saturday start time is 11am onwards at the Bean 2 Brook Café, then leaving there at 12:45pm with short 8km run to Karragullen service station for 1:00pm then heading off to Beverley 1.30pm. The service station at the corner of Canning Rd and Brookton Hwy. Sunday breakfast for all entrants will be at 8.00am at the Men's Shed and is free to all entrants. Start time is at 10.00am from outside Beverley Hotel the finish will be at the Bean 2 Brook Café in Pickering Brook.



Entry Fee: \$25. Direct transfer to. BSB: 036-087 Account No: 778468. Or pay cash to Jeff Sanders on the day.

Accommodation: Beverley Hotel: 9646 1190 or Freemasons Tavern: 9646 1347.

Entry form can be downloaded from the Club website or by contacting Jeff Sanders.

CAR & TRAILER PARKING is available for those that need it, approximately 3.8kms from the start at the Bean 2 Brook Café. Contact Jeff Sanders 0411 750 767 for details.

The Way We Were



Just West of the railway crossing on Albany Highway at the Stokely Station.....late 30s/early 40s.....Wyalong fruit stall was very popular. Gosnells & Maddington used to be lined with orchards and egg farms. Now just a busy Highway and the old orchards have gone. The granite quarry in the background started in the 30s and continues scarring the scarp to this day.

Past Events





The Club line-up outside the Whiteman Park Motor Museum. Pic by Stephen Hills



The Post70 Section seen at Clancy's in Fremantle for the June Section Meeting. Pic by Stephen Hills

July 2023 Monthly Meeting and Presentation: The July Monthly Meeting was run informally as an opportunity to have "heart to heart" consultation with members present on how we run the meetings and any other issues to do with Club management, As well the opportunity was taken to have a presentation on the Norton Rotary.



on the history of rotary motorcycle development with a focus on the Norton rotary machines and their racing history.

Jim described the particular features of the Norton Rotary and also various models produced including a Police version and sporty F1.

For racing the rotary proved to be quick and competitive and it responded well to tuning.



Norton Commander engine and frame parts



The Norton presentation was followed by the opportunity to grab a cuppa and some nibbles and then sit down for a quick overview of recent welfare issues by Adrian, welcome UK visitor Francis Brennan and to deal with some minor admin issues. The meeting then entered the consultative element of the meeting, the main purpose of the evening. The context of the meeting was the falling numbers of attendance and that the format may not be appropriate to the times. The fall in attendance began during Covid lockdowns and has generally continued until today. To be fair, experience is that all Clubs that we are aware of have also experienced a decline in meeting attendance.

The consultation process was largely informal with members being offered the opportunity to comment on the conduct of monthly meetings, the format, frequency, alternatives and content. The discussion was wide ranging and varied. A fair number of members spoke up and shared their views which was most appreciated.

Overall, the feeling of the members attending was to maintain the monthly meeting on the Wednesday evening as normal. Some reduction in the length and frequency of reports was proposed with more frequent presentations on machines or motorcycle related features. The willingness of members to participate in this unusual meeting and the goodwill expressed was pleasing. *Murray Barnard*

A Steamy Day at the Midland Workshops

Sunday 16 July 2023 saw a convivial crowd assemble at the old Midland Railway Workshops to enjoy the Machinery Preservation Club's Open Day. The VMCCWA was invited to put on a display of motorcycles to supplement the various steam engines and old motors that were thronging the old Power House. The day was clear and chilly and perfect for the ride to the event and quite a number of members took the opportunity for a day out and to accept the hospitality of free morning tea and lunch. Thanks for Stephen Hills for organising the event.



Above right: A rare sight, Murray & Jacqui in front of the camera for once.
Right: Lloyd Redstone enjoying the sound of big singles

Left: Nic Montagu with Erin, Audrey & Eva. A real family day, great to see.



Below: Adrian, Jeff & Stephen discuss benefits of steam propulsion



Left Bruce Kirk in deep discussion

Minutes for VMCCWA Monthly Meeting – 7th June 2023

Held at Wattle Grove commencing at 8 pm.

Chairman: Les Vogiatzakis, Secretary: Murray Barnard (acting)

Apologies: Richard Argus, Jim Douglas, Adrian White, Lat Fuller, Trevor Barlow

Members Attending: - 34

1. - Microphone Usher: - Bob Cary

2. - Visitors: Maitland Slater

3 - Welfare report - Adrian White

Lat Fuller has had a knee replaced, and is healing well.

Since the last meeting Member #574, Dimitrios Vogiatzakis, father of Les, passed away.

Roger Cass has undergone spinal surgery, he's healing well, but the delicate nature of the operation means a longer convalescence.

Long term member #377 Allen Johnson died, now reunited with his beloved Mary. Allen will be remembered as a gentleman, and for his annual Hills Run, which finished with a sumptuous barbecue and lots of good company.

4. –New Members applications - Mario Cudini – Membership Officer. May 2023 summary of approved applicants. The below 4 applicants have been approved by the board. Bernard William Hughes, James Thomas King, Roger Maurice May, Stephen Poole

5. – Chairman's Report – Les Vogiatzakis
Been busy month due to loss of father. Club purchasing parts collection which had been assessed by the parts C'tee.

6. – Secretary's Report - Richard Argus:
Orabandon 2023. Accommodation is still available for this event. The club has pre-paid the deposits for the chalets. If you are planning to join us for this great event, can you please contact me for details or visit the 2023 Orabandon Page on the club web site.

White ants: An infestation has been discovered in the parts shed. Richard Argus has arranged for Rentokil to inspect next Monday 12th at 10 am, to assess and recommend a treatment.

New members badges. There has been a delay issuing the badges; Mario Cudini is awaiting a new labeling machine.

We (the unit owners) have appointed a new strata management company (Sherwood Strata).

Inwards Correspondence: Sherwood Strata management contract. Levy notice for Lot 4.

Outwards Correspondence: ESM Strata. Advising we have appointed a new strata management company.

7. - Finance Report - Jim Douglas

Finances are in good shape with the EOF year coming up June 30. A heavy spending month in May with Club Insurance (\$2,970) and Strata fees for the Unit (\$1,292) plus the Chatter print. All other expenditure small and to plan. The club made a net loss in the month of \$4,240.

8. - Reports.

8.1 Web, Admin & Chatter Editor & Publisher: - Murray Barnard; Communications Officer

Jim Douglas - flu so no raffle tonight as Jim as treasurer brings the prizes and collects the cash. Richard Argus – also has flu. State Gov't has extended free flu vax to end of June now - get one now. Keith Perry – in care. Ex chair Nic Montagu present at the meeting. Notable birthdays - Bruce Kirk 84 last Monday, Phil Morrison next week....age unknown! There are 590 financial members - 112 of whom are country members! Mario Cudini taking over making membership badges from Roger Bullock, but there will be some delay as the machine to punch out badges has gone astray in the mail! Last Chatter was sent out through our new database which is called Ourcarclub, designed originally for car clubs which perfectly suits our use as well, the emails go out through the provider's server so if you see emails from Ourcarclub it is actually coming from me.

8.2 Library report Ken Vincent, Librarian - Books & mags going to Albany soon.

8.3 Spares report: Bob Cary, Spares - Been a bit quiet due to long weekend break.

8.4 Registrar's Report: Lat Fuller
From Full rego to 404: Robert Dunlop – Yamaha RZ250R, Stephen Hills – Moto Guzzi T3 California & Le Mans Mk II, Ray Beinke – Yamaha TX750 & SR500, Roger

May – Honda VFR750 & Ducati MHR900.
New rego to 404: Paul Bethell – Kawasaki H1 F 500, John Lawton – Yamaha RD400 E, Gerard Coster – Moto Guzzi 650C
Transfer of ownership: Paul Armstrong – Harley Davidson F

8.5 Dating Officer's Report: Maurice Glasson
Three bikes have been dated in the last month, 1950 BSA Bantam for Jeff Sanders, 1936 Scott Flying Squirrel for Douglas Clark, 1936 BSA Q7 for Mark Thomas. Reports all good with the new database.

8.6 Dating Officer Post 70: Jeff Sanders
Over the period November 2022 to June 2023. I have processed 41 machines, 4 of which have been put on C4C Concession and the other 37 on the 404 Concession. In manufacturer's name order there were; 1 BMW, 5 Ducati's, 3 Harley Davidson's, 8 Honda's, 6 Kawasaki's, 1 Moto Guzzi, 3 Norton's, 1 Suzuki, 4 Triumphs, and 9 Yamaha's.

8.7 CMC Member Representative:
Les attending meeting on the 19th of June

9 Events Coordinator: Stephen Hills

9.1 Events Past

- 6-7th May. Roaring 20's: Held in the Nannup area. In spite of the inclement weather a good time was had by good number of riders and vintage machines.

- 21st May. Café Hop: 9 riders met at Hillarys Marina and rode up the coast to the Yanchep Lagoon Café for refreshments then headed through the market garden area past Wanneroo Raceway to the Ashby Pub for lunch.

9.2 Events Future

- 18th June. Peter Groucott Ride: Meet at The Whiteman Park Motor Museum 10.00am for refreshments, visit the Motor Museum then have a BBQ lunch under the gazebo. If the weather is not suitable to ride, come by car. This is a social event. \$15 covers food, refreshments and special club entry to the museum.

- Entries are open for Orabandon September 15-17th & the Gypsy Tour November 18-19th.

Get your entries in ASAP

Meeting closed at 8.35pm.



Chair: Lynton Morgan 0438447330, lynton.morgan@bigpond.com
Secretary: Nigel Fiander 0417997580, bluflame@bigpond.net.au
Bernie Wolfe - Roving Reporter & Peter Ogborne, Official Photographer

Albany members please note: if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

PLEASE NOTE: Borrowing the section trailer: The section trailer may be borrowed by financial section members for transporting their motorbikes. However the trailer MAY NOT be borrowed when it is required by the Section.

ALBANY SECTION VMCCWA JUNE 2023 MINUTES - Chalet

Little Grove - 01/06/2023 7.30pm

President- L MORGAN, Secretary -N.FIANDER, Treasurer- J.BANKS

Present- Members 15, Apologies 5, Visitors 1

CHAIRMAN'S COMMENTS

David BEECK ride: Thanks to David and others for the run to Geoff OSBORNE's property in Denmark. It was a very successful Day. Also thanks to Manfred for the driving of the back-up vehicle.

Thanks to Chris PRESCOTT who mowed the lawns at the Chalet.

PREVIOUS MINUTES: Moved: Accepted Arthur WUUS, Seconded. Andy DUNCAN. Passed

BUSINESS ARISING FROM PREVIOUS MINUTES:

REPLACEMENT OF TV AT THE CHALET - Andrew DUNCAN advised that a new 40" TV that is "Smart" would cost from \$300 upwards. After discussion the following motion was discussed: MOTION: Andrew DUNCAN proposed that the club purchase a Smart TV to the value of no more than \$600 to replace the ageing Video/DVD player and old TV be approved.

Moved by Andrew DUNCAN : Seconded Graham WROTH :

Passed by members. Andy DUNCAN will progress the purchase in consultation with John BANKS (Treasurer).

CORRESPONDENCE IN: Smoke Signal magazine – circulated

CORRESPONDENCE OUT: General Meeting Minutes, Treasurers Report and Monthly Rides emailed to Murray BARNARD and Albany Section members

Moved: Accepted Bill MORRELL. Seconded Paul ARMSTRONG. Passed

TREASURERS REPORT – John BANKS: Moved Accepted Ian REDMAN, Seconded. Bernie WOLFE. Passed

LIBRARY Bernie WOLFE did note that the Library was full and that the current content is rarely used.

MACHINE EXAMINATION: Nil

GENERAL BUSINESS

PRE 65: Bill MORRELL provided a description of the Pre 65 ride to Mutton Bird Beach. 6 riders and 2 passengers in sidecars attended. Ride was laughingly named "The Official Dunny Run". (Some weak bladders). The group lunched at the Chalet.

PAUL'S FAIR WEATHER RIDE TO CHEYNES BEACH 11th JUNE 2023: Discussion on details of the ride. BBQ at Paul's Cheynes Beach residence. Address and parking discussed. A stop will occur at Manypeaks for riders to Form-Up. Lloyd ELLIOTT will be asked to be Road Captain. If possible, bring a Club Registered motorcycle.

ANDY DUNCANS, MONTY'S LEAP RIDE 9th JULY: Ride will arrive at Monty's Leap at 11.00AM, Coffee and a choice of cake will be provided.

GYPSY TOUR 18th & 19th NOVEMBER: Discussion was held on possible destinations for the Gypsy Tour including the Wood Carving property and The Old Dairy. John BANKS will investigate further.

AGM: The AGM will be held on 6th July 2023 at 7.30pm at the Chalet. 2 weeks prior to the meeting and email will be sent to members reminding them that the positions on the committee will become vacant and nominations will be required. Anyone interested in nominating for a position or nominating another person can do so on the night.

ANNUAL MONTHLY CLUB RIDES: To date we have the following:

11th June – Paul's Fair Weather and BBQ Ride to Cheynes Beach.

9th July – Andy DUNCANS Ride to Monty's Leap.

13th August – John NORTHCOTT

10th September – Ian REDMAN and Phil RAMSDEN

8th October – Normans Beach – Richard TURPIN

18-19th November – Gypsy Tour

9th December – Charity Ride _ Lynton is organising Permits with COA and Police.

PRESENTATION: • Phil RAMSDEN provided a poem presentation followed by a poem presented by Lynton MORGAN.

MEETING CLOSED 8.40pm. Next Meeting – Thursday 06/07/2023 @7.30pm Little Grove Chalet.

Prepared by Nigel FIANDER – Club Secretary

ALBANY CHAIR'S ANNUAL REPORT 2023: This is the second year of my tenure as Chairman and knowing what is expected, combined with the excellent support of the committee, the job has become increasingly less complex.

Our first major event was the 40th Anniversary ride held in August at our chalet. We marked the event with the cutting of a birthday cake by founding member Bill Morrell. This was followed by a visit to the military museum at Youngs Siding organised by John Banks in September and a ride to Normans Beach in October which was organised by long time member Richard Turpin. In October, a rider training course for interested members and those who had never attended a formal riding lesson was well attended.

In November we held the annual 'Gypsy 'four' which saw us guiding our Perth members on a ride to some of our coastal scenic locations ending with a lunch at our chalet. As always, this was a most enjoyable event and an opportunity for our local members to meet their Perth counterparts who, in most cases, we only knew as names and faces in the Vintage Chatter.

The 2022 calendar year was traditionally concluded with the 36th Salvation Army Charity Ride. This major event attracted 250 riders and raised approximately \$4,500 of which \$500 was donated by the Albany section to the Salvation Army.

The new year saw a variety of club rides which included the Treasure Hunt, Lloyd's Poker Run, Webby's Sidecar Run and a visit to Geoff Osborne's beautifully landscaped property at Denmark and which was organised by David Becck. A new event was initiated by Paul Armstrong who hosted a ride to his holiday cottage at Cheynes Beach and what he ironically named the 'Fairweather Ride'.

Our weekly Wednesday and Sunday rides have been increasingly well attended. This has involved ongoing communication with the venues to ensure they are neither overwhelmed or underwhelmed by the numbers who arrive. The pre 65 group continues to enjoy their monthly rides which keeps the older bikes on the roads with their owners riding them to numerous places of interest.

Concessional Licensing: The Department of Transport requires that motoring clubs keep records of concessional motorcycle use. When club and coffee rides are organised by club management and entered into the minutes there is no requirement for additional documentation. However, impromptu rides by individuals do need to be logged by the owner of that motorcycle.

The Albany section decided to maintain our run sheets as a mailer of tradition but, more importantly, which bring riders

together for an introduction to each ride. This year saw the loss of our traditional starting place at the Old Gaol. Temporary starting locations were problematic until we settled on Amity Quays West which was to everybody's satisfaction.

Lynton Morgan

AGM - Albany Section – VMCCWA - Thursday 6th July 2023
7.30pm - Chalet, Little Grove.

Present 15, Apologies 7

PREVIOUS AGM MINUTES - Read. Moved: Graham WROTH, Seconded: David BEECK, Passed. CHAIRMANS REPORT presented

TREASURERS REPORT- Read. Moved: Paul ARMSTRONG, Seconded: Bill MORRELL, Passed.

ALL COMMITTEE POSITIONS DECLARED VACANT- Returning Officer: Paul ARMSTRONG

CHAIRPERSON: Nominations: Lynton MORGAN Moved: John BANKS, Seconded: Arhtur WUUS, Passed.

VICE CHAIR: Nominations: Lou ANDERSON Moved: Lynton MORGAN, Seconded: Phil RAMSDEN, Passed. SECRETARY: Nominations: Nigel FIANDER Moved: Lynton MORGAN, Seconded: Bill MORRELL, Passed.

VICE SEC: Nominations: Andy DUNCAN Moved: Bernie WOLFE, Seconded: Ron HAWKINS, Passed. TREASURER: Nominations: John BANKS Moved: Bill MORRELL, Seconded: Arthur WUUS, Passed. PROPERTY MANAGER: Nominations: Bernie WOLFE Moved: David BEECK, Seconded: John BANKS, Passed.

LIBRARY: Nominations: Bernie WOLFE Moved: David BEECK, Seconded: John BANKS, Passed. SCRIBE: Nominations: Bernie WOLFE Moved: David BEECK, Seconded: John BANKS, Passed.

All past committee members thanked for their invaluable assistance and new persons welcomed to their positions by the Chairperson.

Meeting Closed 7.55pm

Nigel FIANDER Secretary Albany Section VMCCWA



Albany Section enjoyed Paul Armstrong's not so fair weather ride to Cheynes beach. Plenty of food for lunch, which was a sausage sizzle. Many thanks to Cheryl, John for their assistance and Peter for providing back up duties, some whales were spotted despite conditions being bad at times.

VMCCWA Pre 31 Section: Meeting No. 428: 24- 05 – 2023:

Opened at 7.30 pm: Eric Langton Room, Wattle Grove ; Chaired by Ken Vincent: Members Present Nat Brazzalotto, Greg Hughes, Jeff Lindley, Brian Rodwell, Jeff Sanders, Tony Southall, Gary Tenardi, Ken Vincent, Dave Weeks, Art Woldan Apologies Greg Boothey, Roger Bowen Visitor: Harold Dewar

Financial Report: Submitted by Jeff Sanders. The Westpac account had \$3398.63 on May 15th and \$2735.62 on May 23rd. Income and expenses were from the Old Hotel and Roaring 20's Events, and the net effect was a reduction of \$663. There is still \$263 cash from the Roaring 20's raffle to be added to the account. Accepted, Gary Tenardi, Seconded, Greg Hughes

Past Events: 29 & 30 - 04, Jurien Bay Vincent Collection Run, by Jim McGregor. 6 & 7 - 05, Roaring 20's Event, by Sue and Peter Lawson, and Greg Boothey. There were 34 bikes and 46 attendees, and Ken Vincent read a list of the bikes and attendees. Comments were that the roads were quiet, smooth and scenic. 21 - 05, Café Hop, by Steve Hills., from Hillarys Marina. 21- 05, Distinguished Gentlemen's Ride. Art Woldan reported that the start was from Wireless Hill Park and there were 100's of bikes and riders, with mainly classic bikes. A YouTube search shows a video of it.

Future Events: 18 - 06, Peter Groucott Ride, by Steve Hills, at Whiteman Park. 16 - 07, Midland Railway Workshops, the contact is Steve Hills. The Machinery Preservation Club will display and run their old machinery.

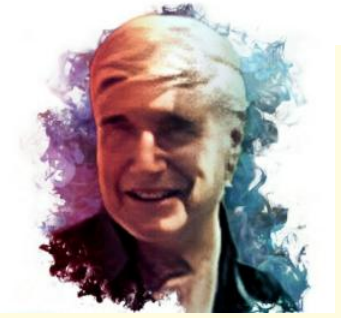
Business Arising from Events: Ken invited suggestions for reviving the Foundation Day ride, with all VMCCWA bikes invited. A location with ample parking and good riding roads nearby is required. The next Old Hotel Run is proposed for the Serpentine Hotel, tentatively on 29-10 if the renovations are complete. Jeff Sanders will follow up. Ken will be away for the next Beverley Two Day Run so Jeff Sanders will be the organizer, and he'll bring the Beverley Bars. Terry McKie will be contacted to see if he can assist at Beverley. Pre 31 bikes from all clubs will be invited. Ken said he has a set of the circular Beverley Discs but he requires the one from 2016. A visit to see George Webber's bikes in Hazelmere was suggested.

General Business: Art mentioned that the Section Annual General Meeting is in June, which will include selecting the three officers . Ken said he found some documents stating that the Pre 31 Section started in July 1983 with a meeting at Wireless Hill Park, and the Foundation Day Run commemorates this. Ken gave some background about how the Club Rooms and Spares Building were built.

Bits & Pieces: Greg Hughes showed a head from a '49 500cc Ariel trials bike where Jeff Lindley had built up broken fins by welding so it looked like new. Jeff showed a '37 Enfield petrol tank that Barry White welded together. It was shown in pieces at the last meeting. *Not Royal Enfield, the tank pads definitely say Enfield.* Harold Dewar showed a Triumph wheel and a separate rim. Harold said the wheel was built up by "Budgie" and the workmanship was excellent at a reasonable cost. Gary Tenardi showed a girder fork spring and associated hardware

that it was suggested was from a W Model Triumph. Gary also showed a wheel of unknown origin. Nat Brazzalotto showed two Peerless petrol tanks, one requiring extensive work and a new one fabricated by using the old one as a pattern. Nat said

there's a scrambles bike with a Rickman frame and 440cc BSA engine for sale for \$15,000. Closed at 9.00pm



Meeting No. 429 and AGM No. 23 - 28-06-2023 - opened at

7.30 pm VMCCWA Pre 31 Section Venue, Eric Langton Room, Hale Road, Wattle Grove Chaired by Ken Vincent. Members Present Greg Hughes, Peter Lawson, Jeff Lindley, Brian Rodwell, Jeff Sanders, Tony Southall, Ken Vincent, Dave Weeks, Art Woldan. Apologies Greg Boothey, Nat Brazzalotto, Andrew Repton, Michael Rock, Gary Tenardi

Business Arising from the Previous Minutes: The previous minutes should have noted that Peter Lawson was an apology. At 7.35pm Monthly Meeting No. 429 was suspended and Annual General Meeting No. 23 was convened. The minutes of AGM No. 22 for July 2021 through June 2022 were read by Ken Vincent. Accepted, Dave Weeks, Seconded, Peter Lawson. Then the officer positions of Chairperson, Secretary and Treasurer were selected. This was a selection, not an election, because there were no alternative nominations. - Chairperson; Peter Lawson agreed to be the Chairperson because Ken Vincent stepped down. - Secretary; Art Woldan agreed to continue. - Treasurer; Jeff Sanders agreed to continue. Accepted, Ken Vincent Seconded, Jeff Lindley. Chairperson's, Secretary's and Treasurer's reports were read for July 2022 through June 2023.

Pre 31 Section Chairperson's Report June 2022 / 2023 I think everyone in the Pre 31 Section have enjoyed this past year. The Beverley re-enactment and the Roaring Twenties runs catering for vintage and veteran bikes and the Old Hotel runs for all bikes made before 1949. Also the old Forkers run. We also had an excellent turn out for the Old Iron show so thanks to those who displayed their bikes. We are now looking at reinstating the Foundation run next year. Thanks to the VMCCWA for giving us acceptance in running the Pre 1949 only runs. We just wish more bikes would come out of sheds and join us. Thanks to all Pre 31 members who put in their time to organise these events for us to enjoy. Lots of thanks go to Art for his excellent secretarial skills, Jeff for looking after our funds, and Gary for tea and biscuits. *Ken Vincent No. 52 PRE 31 Section Chair.*

Secretary's Report: . A notice about the monthly meeting is emailed on the Monday before the Wednesday meeting so members can make plans to attend. The minutes procedure is; - Write a draft during the meeting. Write the formal minutes later with Microsoft Word software. Print hard copies and add them to the Minutes Book. Scan the Minutes Book and email the minutes as a pdf (Portable Document Format) document. Emailing the minutes means it's unnecessary to read them during the meeting. Because the Minutes Book has hard copies there will be no loss of information due to software changes. The minutes are written with Windows 10 software but Microsoft now has Windows 11 software so it may not support

Windows 10 in the future. Once a Minutes Book is full it's left in the VMCCWA Library and a new one is started. The Pre 31 Section minutes are now included in the Chatter by Murray Barnard so the Pre 31 Bits & Pieces, in particular, are seen by all the VMCCWA members, not only the Pre 31 members. Murray is given a Word version of the minutes because it's difficult to add a pdf version to the Chatter. *Art Woldan*43

Pre31 Section Treasurer's Report 22/06/2022 to 28/06/2023
Cash balance 28/06/2023 \$3,036.17

Cash balance 22/06/2022 \$2,632.29 \$403.88, Income \$2,181.00 Expenses \$1,777.12 \$403.88 Income: Pre31 Section memberships 2022-2023 \$90 plus \$55.00 for 2023-2034. Ken Vincent Paid 2024/2025 Pre 31 Membership in advance \$5.00 Roaring Twenties Entries and raffle \$1,618.00, Old Forkers Breakfast entries \$153.00. Beverley Re-enactment entries \$150.00. Old Hotel run entries \$105. Interest from old ANZ account. Cheque 22/04/22. \$5.00 Expenses: Section monthly meetings coffee, tea, milk, and biscuits \$103.95. Christmas dinner \$441.37. Old Forkers BBQ \$167.99. Roaring Twenties costs \$790.31. Beverley Re-enactment costs \$198.50. Old Hotel Run \$75.00. *Jeffrey Sanders*.

Reports Accepted, Dave Weeks, Seconded, Peter Lawson

General Business: Pre 49 bikes are invited on some Pre 31 runs and there was a discussion about whether to allow Post 49 bikes but it was agreed to leave it at Pre 49.

AGM No. 23 was closed at 8.01pm and Monthly Meeting No. 429 was resumed.

Financial Report: The June Financial report wasn't read because it was included by Jeff Sanders in the AGM No. 23 Financial Report. Accepted, Brian Rodwell Seconded, Dave Weeks. Business Arising from Financial Report: There was discussion about paying for backups and it was suggested that paying cents/km is too inflexible. It was decided to establish the amount of the backup payment before each event. It was agreed to pay Adrian White \$50 for transporting luggage during the Roaring 20's Event. It was mentioned that the Main Club doesn't contribute to Pre 31 backups.

Events: 18-06, Peter Groucott Ride at Whiteman Park, by Steve Hills. It was mentioned the area around Whiteman Park is too congested for pleasant riding.

Future Events: 16-07, Midland Railway Workshops, display of old machinery, contact Steve Hills. 18-08, Beaconsfield Community Shed Breakfast (formerly the Fremantle Men's Shed), contact Jeff Sanders. 6 & 7 - 09, Beverley Two Day Event, by Jeff Sanders. This will also be an Old Hotel Run. It will start from Canning Road in Carmel. An effort will be made to get some bikes from Bunbury. 15-10, Bike and Car Display at Golden Ponds, Mundijong Road, for Telethon, by the Heritage and Indian Harley Clubs, contact Dave Weeks. 16 through 20 -10, a Pre 65 Run in the south

of WA by the Heritage Club, contact Dave Weeks. Business Arising from Events nil

General Business: A Thank You card to Sue Lawson was passed around for signing as thanks for all her efforts during the Roaring 20's Event. She was also made a Pre 31 Section Honorary Member.

The thank you letter below from the Boyanup Primary P&C was read to the meeting. The contribution was made by the Roaring 20's Event.

Dear Sue and Art: On behalf of Boyanup Primary School P&C, I am writing to express our deepest appreciation for your remarkable generosity in contributing over \$460 to our fundraising efforts through the recent BBQ event. As the Secretary of the P&C, I cannot emphasise enough how grateful we are for your support. Your contribution holds immense significance for us as a small P&C, we are working tirelessly to provide enriching experiences and educational resources for our students. The funds raised from the BBQ will directly impact the lives of our young learners, empowering them to explore their potential and thrive academically and socially. We are truly amazed by the dedication and commitment that Vintage Motorcycle Club has shown by actively participating in our fundraising over the years. Your genuine interest in the betterment of our school and community is truly commendable. By sharing your resources and time, you have made a substantial difference in our ability to enhance the educational experience for our students. Once again, we extend our deepest gratitude to the Vintage Motorcycle Club for your generous contribution and thank you again for your unwavering support. With sincere appreciation, Tracy McDonald, Secretary, Boyanup Primary School P&C46

Bits & Pieces

Jeff Sanders showed the following; A 34cc J.A. Prestwich two-stroke motor for a model boat. Parts from a 1912 500cc Premier four-stroke motor. A box of vintage Beru spark plugs.

Ken Vincent had some 40 weight Castrol R motor oil available and some was purchased during the meeting.

Jeff Lindley showed a head from Greg Hughes' Model VCH Ariel where he repaired damaged threads by installing Time-Serts as an alternative to Helicoils. (A Time-Sert is similar to a bush with threads on the I.D and O.D.) Jeff also showed a FloRite device reputed to save fuel.

Greg Hughes showed a 1930 Ariel front brake dust cover where a chrome ring was attached with polyurethane because welding would have damaged the ring. Greg also passed out mandarins and oranges from his trees and they were later found to be tasty!

Closed at 9.13pm.

Motorcycle Timeline

From Big Bang to Big Bangers - Part9 - 1901

Brought to you with evident joy for all things motorcycle by my fellow internet colleague & virtual friend, Dave Richmond, who lives in the South Island of the UK (the Isle of Wight). Dave has kindly shared his timeline of motorcycles with us. This part takes us into the start of the 20th Century where the pace of change becomes overwhelming. Dave spent many years on the staff of "The Motor Cycle"

1901 (Cont'd)
Opel joined the rush to power with a 2hp model or, for a little extra, 2½hp.



Fred Osborn of Portsmouth, that's him in the picture, built a racing motor cycle by bolting a 4hp Automoto engine on to the front downtube of a racing bicycle. We'll meet him again after the Great War as OEC (for Osborn Engineering Co).



PEUGEOT'S 198cc/1½hp MOTOBICYCLETTE debuted at the Paris Exhibition. Its engine was mounted nice and low in front of the pedals, but it wasn't as successful as the New Werner.



1901 SAROLEA

In Belgium Sarolea, which had been making bicycles since 1892, fitted a bike with a 247cc 1½hp engine.

1901 TERROT

In France Terrot made its first bike, powered by a Swiss-made 2hp Zedel lump.

BEFORE THE BIRTH OF Motor Cycling, in 1902, or The Motor Cycle, in 1903, there was The Autocar. It appeared as early as

1895 when there were only a handful of cars in the kingdom and took an interest in two- as well as three- and four-wheelers. Under the heading "Land's End To John-o'-Groat's on a motor bicycle", The Autocar reported: Mr Hubert Egerton, of Weston Rectory, Norwich, has successfully accomplished a ride from Land's End to John-o'-Groat's on a motor bicycle. This is the first time that the journey has been made upon this type of machine. The bicycle used was a Werner, of standard pattern, and of 1½hp. It was fitted with an extra large oil tank, and carried sufficient petrol to run 120 miles without replenishing.

The start was made at five o'clock on Saturday morning, August 3rd, from the Land's End Hotel. Exeter was reached after a capital run, and the journey continued via Bridgwater to Bristol, the last- named city being entered early in the evening. About twelve miles before reaching Bristol the inlet valve seat of the machine, which is rendered gas-tight by a copper washer, blew out, and Mr Egerton found, to his dismay, that he had no spare washers with him. He, therefore, had to ride his machine with the engine working at only a quarter of its power, he doing the rest of the work with the pedals, over about the most hilly ten miles of the whole course.

At Bristol he experienced a delay of twelve hours before a supply of asbestos string could be obtained, with which he temporarily stopped the leak. Leaving Bristol at 10.10 on Sunday morning, he ran through Gloucester, Worcester, Bridgnorth, and Wigan to Preston. Here he stayed a few hours, and, leaving early on Monday morning, rode via Shap Fell, Carlisle, Moffatt, and to Edinburgh, where he took the last ferry boat at Granton at 7.15pm. Immediately after landing at Burntisland rain fell heavily, and continued all the forty-one miles to Perth, this part of the journey being got through in darkness, and over very wet roads. Mr Egerton collided with the pavement just outside Perth, owing to his becoming dazed by the electric light, although going very slowly at the time. This collision carried away his brake lever and advance parking device.

Next morning (Tuesday), having fixed up the brake, he departed and travelled to Blair Athol, ascending the famous pass of Killiecrankie at a fine speed. Up the ascent of the Grampians he had a most exciting race with a train on the Highland Railway. He headed the train unpedalled for the greater part, and beat it with ease with the aid of the pedals, until the summit of the pass was reached, when, of course, the train got away easily. Passing through

Dalwhinnie and Inverness, Mr Egerton lost a good deal of time by availing himself of what he had hoped would have been the advantages of Kessock Ferry...After crossing this and the Michael Ferry he made for Golspie. Experiencing a severe gash in the back tyre of the machine two miles after leaving Golspie, he was forced, on account of impending darkness and the greasy nature of the roads, to abandon his intention of riding straight through to John-o'-Groat's that night (Tuesday).

On Wednesday morning, rising early, he rode over the Ord of Caithness, through Berridale and Latherton, to Wick, where he arrived at 9.30am. From Wick a telegram was despatched to the makers of the machine prophesying a speedy arrival at the journey's end. However, Mr Egerton's worst adventure was to come. Just after passing the second milestone beyond Wick, a cyclist, travelling on his wrong side, held his course too long, and, despite Mr Egerton's attempt to avoid him, crashed into the motor machine, taking seven spokes out of the front wheel and cutting Mr. Egerton's leg nearly to the bone in two places. A friendly cycle agent came along very opportunely and carried the motor cyclist and his machine, which was incapable even of being wheeled, back to Wick. Here Mr Egerton took the damaged wheel out, and, whilst it was being re-spoked, got his leg bound up. After this painful experience, he managed to mount his machine again, and safely reached John-o'-Groat's, four days eight hours from the time he left the Land's End Hotel.

In addition to having accomplished this performance, which is a record of its kind, Mr Egerton was the first to traverse the journey on a steam car, and was also the first to attempt it in winter."



"The arrival at John-o'-Groat's House."

1902 WEARWELL STEVENS: The Wearwell-Stevens took to the Streets of Wolverhampton. It comprised a heavy-duty version of the Wearwell bicycle and a 2½hp engine made by the Stevens Motor Manufacturing Company. The Stevens

engine was mounted above the front down tube; it featured accumulator ignition, a surface carb and a twisted leather belt drive.



"PARIS, APRIL 1—SOME CLEVER people have got it into their heads that the motorcycle is doomed. They reckon that this type of machine is a makeshift instrument at the best and that when the public see that they can ride more comfortably in a small carriage they will give up the motorcycle for the vehicle. But things have not got to this stage yet, and I don't think they will for a long while to come."

"DOWN AT NICE THE MOTOCYCLISTS have been taking part in races held there and entered in the events for racing and touring vehicles which, so far as the motocyclists were concerned, were equivalent to the old classification of professional and amateur. There were six tricycles in the big race of 393 kilometres, four of them De Dion tricycles, one a Perfecta with a Soncin motor, and the other a Gladiator with an Aster motor...Demester on his Gladiator tricycle covered the distance in 6hr 54min 56sec...In the mile competition on the Promenade des Anglais, Osmont, with a De Dion tricycle, did the standing mile in 1min 22.6sec. Boucquet, on a Werner bicycle, covered the mile in 1min 56.6sec. These are remarkable times, and show to what extent the motorcycle has been improved as a speed machine."

"ENGLAND'S EASTER: OF MOTOR BICYCLES I only saw about half a dozen, and it seems that, at present at any rate, this class of machine is not regarded with much favor here. I saw three or four of the Singer motor bicycles and a couple of Werners, but these were all. On the other hand, motor tricycles were very numerous, and at nearly all the well-known cycling resorts two or three of these machines were to be seen."

"THINGS ARE REALLY BEGINNING to get serious in the motorcycle trade in England owing to the continuance of bad weather...although we are past the middle of April the hedges do not show the slightest sign of budding, and the leaden skies and cold winds make one think of November...Practically the only English firm which is doing really well with motorcycles is the Ariel Co, Ltd, and this is no doubt in a measure due to the fact that the Ariel tricycle has so many good points. The motor being in front of the main axle is not the least of these, as the position tends to prevent the tendency to lift the front wheel."

"TO ADMIT THAT IT would be a good thing to have standard nuts and bolts, etc, is easy, but to determine which shall be the standard is quite another matter."

"LONDON, APRIL 24—THE NUMBER of motorcycles to be seen on the roads in this country is so far disappointing. The decision of the magistrates last week that so long as the motor is at rest, and the plug connecting the current is removed, the vehicle is not a light locomotive, and that it can be left for a reasonable time unattended, has been received with no little satisfaction...The police will cease prosecuting the owners of unattended cars or motorcycles under the Light Locomotives act, but will take proceedings for obstruction, basing the said proceedings on the fact that a motorcycle or a car frequently causes a crowd to collect, and that this is an obstruction for which the owner of the vehicle is responsible."

MOTOSACOCHE: Since the motor bicycle attained prominence not a few inventors have schemed fortune-making devices designed to enable any man to readily convert his pedal-propelled bicycle into a motor-driven one. Without expressing an opinion of the article itself, it is fair to say that none of these many efforts have taken such a compact and attractive form as that shown by the accompanying illustration—the Motosacoché, as it is styled by its makers, the Dufaux Freres, Geneva, Switzerland. The motor, battery, carburetter and other mechanism are all contained within what resembles a tourist's case, which is securely bolted into the frame; only the driving belt and pulley are exposed. The motor is claimed to be of 1½hp, the mixture and speed and compression being controlled by one lever.



"LONDON, MAY 15—FOR SOME REASON the Werner appears to be first favorite, but I fancy that the Singer is not far behind, and in the end will become the more popular of the two on account of the extreme ease with which it can be manipulated. Indeed, any rider with sufficient nerve can master the machine in five minutes. The sales of ladies' motor bicycles of this type have not been so good as they might be, but I feel sure that this is only owing to lack of confidence, and that, as the ease with which the machine can be handled becomes appreciated, many of the fair sex will venture upon it. At present it appears to have only been attempted by the more expert lady riders, and in every case with success. Only yesterday, for example, a lady

correspondent took a trial trip on the machine with complete success, and is shortly going to ride it on the road."

"LONDON, SEPTEMBER 17—It is now certain that practically every cycle firm of note has at least one pattern of motorcycle which it intends to put on the market next season...nearly all are using one pattern of motor, the Minerva, the manufacturers of which must be doing a roaring trade. It is a good little motor, but might be improved upon considerably...My recent bad sideslip with a machine with the motor in front gave me rather a poor opinion of motor bicycles, but recently I have tried one of these machines with the motor fitted in the frame and driving the rear wheel. There is no doubt that this type is much steadier on grease, and the liability to sideslip is not nearly so great. This may in some degree account for the extraordinary popularity of this class of machine among users of motor bicycles."

INDIANS: "Few, if any, bicycles have been launched more auspiciously and with better judgment than the one which Oscar Hedstrom has builded for the Hendee Mfg Co of Springfield, Mass. With quiet confidence, but unpreceded by large, and unhealthy claims of great speed, the 'launching' occurred in Springfield on Saturday last, and not on a track or level stretch of road, but where the most should be made of a motor bicycle—on the stiffest hill available in this case, what is known in Springfield as the Cross Street Hill, a 19% grade, 350 feet long, and with a loose and yielding surface...advance notice of the occurrence in the local papers served to attract a crowd of 400 or 500 people to the scene...With Hedstrom himself in the saddle, they saw the machine crawl on the level at 5mph, then speeded to perhaps 25mph for a short distance, and finally go up the hill without a waver at what was not less than a 12-mile pace. Hedstrom then coasted down, and for good measure made a second ascent...near the top, he advanced the speed lever, and the bicycle jumped forward, showing an abundance of reserve power...The bicycle looks equal to its performances. It is well and cleanly built, and is even more attractive and eye-pleasing than its pictured representations. Although the [213cc] motor, which is of the usual gasoline 4 cycle type, is rated at 1½hp, the machine scales but 75lb.



"LONG EXPECTED, THE KEATING motor bicycle has come at last...Keating is rather hard on the motor bicycles that have preceded his invention. He refers to them as 'so-called motor bicycles'. His, he claims,

is 'the only motor bicycle, and not a bicycle with a motor attached...the 211cc motor runs up to 2,400rpm, corresponding to 27mph. The bicycle has 28in wheels and weighs complete 79lb. The experimental machine, Mr. Keating states, has been ridden some 6,000 miles over all sorts of roads in all kinds of weather, and given perfect satisfaction; it has also climbed an 18% grade without perceptible decrease of power." ...And here's a p.s... Keating was a bicycle manufacturer in the USA, who first began manufacture in 1890. The factory Keating built is known today as the Remington Rand building after its namesake typewriter manufacturer. It was one of the first factories in the country operated entirely on electricity, and there Keating built early electric automobiles and created one of the first motorcycles by putting a petrol motor into the frame of one of his bicycles. Keating's first motorcycle was patented June 18, 1900. This patent was replicated later by Harley-Davidson and Indian. Keating would take both manufacturers to court for patent infringement, winning both settlements.



"WE KNOW HOW TO MANUFACTURE," said one of the Marshes [of the Motor Cycle Mfg Co, Brockton, Mass], "and are in the business to stay until motorcycles are succeeded by flying machines. We were among the first in the country to build a motor bicycle, and it cost us a great deal of time and money to learn that a chain driven motor bicycle is only fit to run a few miles and then pose for its photograph. We say further that if any concern is so foolish as to put out machines in which a chain is used to convey the power from the motor to the rear wheel they will prove to be a blessing to the repair men and a curse to the rider."

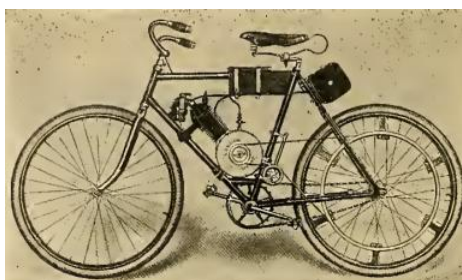


"SINCE THE ROYAL WAS FIRST unostentatiously shown by its clever inventor, Emil Hafelfinger, at the New York Cycle Show, in January last, when it created a distinct sensation, down to date it has not ceased to be talked about and referred to whenever motorcycles have been discussed. The illustrations show the perfected model, but, good as they are, it is simple justice to say that they do not flatter the bicycle; it is even more attractive and beautifully made than pictures can well portray. If it but bears out its appearance and initial performances

its future is not uncertain. The feature that will distinguish the Royal motor, which is carried in a truss forming part of the seat post, is the vertical cooling flanges. They run up and down the cylinder, instead of around it, as usual."



"WHEN THE MERKEL MFG CO EARLY this year succeeded to the plant of the Layton Park Mfg Co, Milwaukee, Wis, they stated that motor bicycles would be made a feature of their productions. 'We think we have as good a machine as is now on the market,' they say; 'in some respects it is, perhaps, a trifle ahead of the others.'"



1901 MERKEL- the 316cc engine was also used in the Indian; the frame doubled as the exhaust system.

"LONDON, AUGUST 28—IT WOULD APPEAR that a good many people are becoming dissatisfied with the look of the average motor bicycle and are demanding something which shall not seem to the casual observer to be merely a bicycle with a motor clipped to some more or less convenient part of the frame. No doubt also a considerably increased efficiency would be obtained by building the motor into the framework of the machine, but against this plan there is the consideration of complications arising in the event of a breakdown...For some reason the police and the public do not seem to take so much notice of high speeds on motor bicycles as they do when motor tricycles and quads are concerned. It may be that the appearance of the motor bicycle looks so much like the common safety that it excites but little attention, or that bicycle traffic is now recognized to be much faster than the ordinary vehicles that a bicycle has a certain license...So far as motor bicycle engines are concerned, there can be no doubt that the manufacturers of the Minerva are doing a large trade. It seems rather curious that the De Dion people do not make and push a small motor specially for two-wheelers, because it must be admitted that there is

every possibility of these machines rivalling, and perhaps exceeding, the motor tricycle in popularity. With the outcry of the speedy brigade for more powerful engines it would have been supposed that some of the old pattern 1½hp motors, which must surely be in stock, would have been sold for motor bicycles."

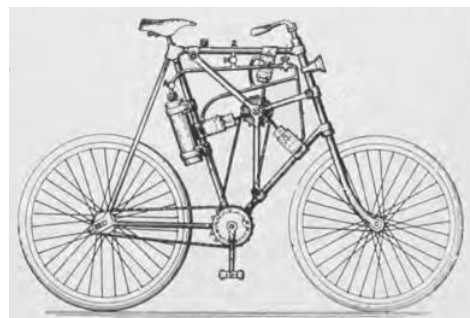
1901 SLINGER

According to a local newspaper: "The one and only 'Slinger', with a 4½hp De Dion engine was built by an electrical engineer to his own design." The sparks, W Slinger, by name, lived in Settle, Yorks; the engine was water-cooled with the radiator surrounding the cylinder.

LONDON, SEPTEMBER 4—IN THESE DAYS, when nearly all the high-speed motors are bought from the De Dion Company, it says a good deal for the opinion which some of the English manufacturers have of the future of the motor bicycle, to find that at least two firms have announced that they are now making motors of small power, especially suitable for these machines. The Century Motor Company, Ltd, have just put such an engine upon the market, and it must be remembered that this company has been one of the most successful in the manufacture of small cars, which have so nearly resembled motorcycles in outward appearance that they have confused witnesses in the law courts. Mr Begbie, who is an old road-racing cyclist, has control of the company, and he should know what the motocyclist requires. It must be remembered that it is the old and worn-out speed man who takes most kindly to the motorcycle in this country up to the present, and he sets the fashion, which others will follow later...The Simms Manufacturing Co, Ltd, have also a motor specially suitable for bicycles. This engine follows much upon the lines of the firm's ordinary type, which is used occasionally upon cars, and is such a good pattern that it is deserving of more attention than it receives. Both the small and larger motors are fitted with the 'Simms-Bosch' ignition, which dispenses with the use of batteries or accumulators and is a great saving of trouble on this account."

1901 DICKERSON

Having tried their luck with compressed air (in 1896), messrs Joseph Raders and Edward Dickerson Jnr were back with an acetylene-powered bike. What's more it was to feature a three-pot radial engine. Cycle Age commented that the idea "does not bear the marks of carefully studied design". Not least was the lack of carb, ignition or exhaust.



BEATIN' 'BOUT THE BUSH



BEATING 'BOUT THE BUSH IN 1976/77

(These were simpler Days):

by Murray Barnard (Travel Diary extracts)

December 1976, the great side-car trip came to a halt on a hot Summer's Day. After a run down from Perth , via Lake King , my wife Evelyn and I are having a holiday in Esperance for a few days , swimming and relaxing , before hitting the Nullarbor and attacking the dirt of the Stuart Highway to Ayers Rock.

The trip began on 27 December when one grossly overloaded sidecar and Suzuki GT750 struggled up the Darling Scarp and along Brookton Highway. On to reserve before reaching Brookton, only 114kms, what type of fuel consumption is this, just how much luggage are we carrying? Any hill requires a drop to fourth gear. The weight being too much for the low revs in top. Hmmm?

Brookton to Corrigin and boy, is it ever getting hot! Corrigin to Kulin and hotter still. Stopped to give an empty Honda some fuel to get him going again and we pushed on to Lake Grace. Heat is getting so oppressive we have to stop every 50 kms for some water and a splash on the face. Thank goodness for the waterbag. Lake Grace – Newdegate – Lake King, hot and empty country. 42 C in Perth what is it out here? Suzuki still pushing all the weight at 110/120km/h and not showing any signs of over-heating despite the heat coming off the road . That water -cooling and radiator really works . Turn South towards Ravensthorpe and hit a headwind, 4thgear work all the way. 11 litres for 80kms, where did all that fuel go. Exhausted by the heat, we spent the night at Ravensthorpe, only 350 miles from Perth.

Away early on the next day, much cooler today; but it is still early. Next second an Emu runs out on the road ahead. "How interesting, " I think. Sign ahead says, "Emus next 40 kms." Ride on confidently, 10 kms on Emu jumps in front, dead ahead. Slam on the skids, front Metzler squeals and over-loaded sidecar and passenger try to overtake on my left! Emu towers over us, does a little dance and clip-clops off of the road. Very close call. Didn't see the Emu until we were right on to him. We were very lucky however, they are nasty things at speed on a bike as their body weight is at handlebar level.

Day getting hotter again. Stop often for some water; but finally make Esperance. No vacancies at any caravan park in the town. Not certain if they really are full or that bikes are verboten! Not impressed. Finally ended up at a Motel; but, not before being told that motorcycles are not normally allowed and we must be very quiet. How marvellous? Not the last time we will be told bikes are not allowed. Maybe we should have brought the Holden Kingswood from home rather the bike?

Esperance has a beaut scenic drive to the West that skirts the cliffs along its beautiful coastline. Headland , islands, rocks and clean beaches, clear blue water around every bend and a motorcycle rider's dream run. That is to the West, to the East lies Cape le Grand National Park, some 60 kms of good road followed by some terrible gravel and sand; but the sights are worth it. Incredible granite peaks and rocky bays, wind and water sculpted granite rocks and coastal heath.

We decided to climb Frenchman's Peak, a steep granite peak 1100 feet high. After a scurry up the cliff face we found a cave near the top big enough to drive a bus through it. At the very top there is a magnificent panorama of the Southern Ocean and the islands of the Recherche Archipelago. Oh, by the way, sidecars handle corrugated roads better than solo sand are a pleasure to hurl through a bumpy,



sandy corner on the gravel. After we had recovered from the mountain climb we headed back to Esperance for a boat cruise . A two hour island cruise to Gull, Rabbi , Button Islands and Devil's Rocks. These rugged granite islands in Esperance Bay are well worth seeing. Cape Barren geese, seals, wild goats and sea- eagles aplenty . Not sated by our Cape le Grand sojourn & the Island Cruise we rode out to the Pink lake to climb aboard a tiny Cessna for a flight over Esperance and the Islands. Magnificent scenery from the air if you had a mind to appreciate it. The little plane bucked about in the strong wind so much that one's attention was not on the scenery for long. Now we took the time to recover from the plane ride.

On the 31st of December, the loaded chair and Suzuki fired up, burbled away and with a deep drone from the 3 into 1 Bromlech exhaust, headed off for Norseman, all full of hope and joy, looking forward to the run over the newly sealed Nullarbor. Good dry road on the way to Salmon Gums and the day was only just starting to warm up. Decided to check the sidecar mountings in Salmon Gums and noticed a fair bit of excessive movement in the wheel. A few roller bearings are poking out, what could this mean? Placed the combination on a couple of blocks and removed the sidecar wheel and picked out pieces of sidecar bearing and metal filings. The bearing



had collapsed, fortunately discovered before something catastrophic happened. Who would have thought 40 year ball bearings held in with a piece of cord would have sufficed? Had a conference and five minutes later the chair was dis-mounted and we had a solo motorcycle instead. Then a job to sort out the massive pile of gear we have and thanks to the kindness of the Caltex garage chap at Salmon Gums, the excess gear is locked away in a shed and the poor old sidecar chassis and body is put out of sight in the corner of his fenced backyard.

Now sans cooking gear, camera and lenses , spare tyres , jerricans etc. we take off on a solo journey instead. Thoughts of attacking the Stuart Highway abandoned we will travel over East instead. We will collect the chair with the car and trailer when we get back. We experienced some weird handling at first as the tyres were worn flatter and unevenly by sidecar usage and the load we were carrying. We battled on to Norseman, refueled and were unsurprised to see that better fuel economy had returned, but actually not much better.

The reduced load obviously helped. Out we rolled on to Eyre Highway, riding through the ancient Fraser Range to where the land and the horizon stretches out forever, the road straightens and the country becomes sparser and drier . Cross many cattle grids and keep an eye peeled for roaming cattle . When we see them standing next to the road, we cross our fingers and burble past them a bit slower than normal. They become harder to see as dusk approaches . Several motorcyclists have come to grief out here; but, only by riding at night, an absolute no-no as far as I am concerned. I have had too many encounters with wombats, cattle, kangaroos, sheep, emus, donkeys, buffalo and even camels over the years to take the risk.

Pull into Balladonia, and has it changed from before the road was sealed! A modern Motel, Restaurant and snack bar, luxury! Before there was just a shack here, have a fine meal, except I made the mistake of putting too much pepper in my soup. Water to slake my thirst is a precious commodity out here! Then to sleep, on a thin air mattress in the 2 man tent, spread on the dusty soil in the bush. Up early, as it is New Year's Day. What happened to New Year's Eve? It was awfully quiet out here in the middle of nowhere!

Away East again, into a strong head wind. It is 181 kms to Caiguna and for 100 miles the road is dead straight, littered with dead kangaroos. Twice on this stretch my mind dozed off and I slipped into sidecar mode! I couldn't figure out why the bike was spearing towards the side of the road. I had dropped into sidecar steering and that is the opposite of solo steering. Quickly I pulled myself together and recovered before we got into big trouble. About 40kms out of Caiguna had to go onto reserve, slow down from 120km/h and start praying. Putting along at 95-100km/h and finally Caiguna comes into sight, although still far ahead. Two Kms to go, heart beating faster, sweating palms and 1km sign passes. Finally, we rolled into Caiguna, filled her up and still had one litre left. What were we worried about?



On to Cocklebiddy and the vegetation really begins to thin out and the horizon seems to get very close as the landscape is very flat. Roll down Madura Pass and fill up. The place has also been transformed since the road was sealed. New Motel building instead of a crazy lean-to. Madura pass is quite a change out there, abruptly dropping down to the coastal plain and following the old coastline from aeons ago! The road rises to the Nullarbor Plain again at Eucla and the cliffs continue to form the incredible sea-cliffs along the Bight. From Mundrabilla to Eucla we are confronted by clouds of grasshoppers which splatter us and the bike with their guts and body parts. At speed they can hurt as well, especially on the gloved hands and exposed neck. These locusts are everywhere from Brookton to Adelaide. Very thick clouds in places and every vehicle and bike rider is covered in their remains and pity those without wire mesh on their radiators. At Eucla we cut down a bumpy and sandy track to the old telegraph station and jetty. The old buildings are pretty well swallowed up by creeping sand dunes and it is quite an eerie sight late in the day. The isolation is so pervasive, the early telegraph operators must have been a hardy lot. We helped a guy whose car got bogged and later at the Border Bar I discover the driver is the brother of a chap I work with! Small world. *(50 years later my brother meets a guy at a caravan park in North Qld, gets talking and discovers he is the chap I used to work with whose brother I rescued!)*

Camped overnight at Eucla, good camping, Motel/Hotel facilities newly constructed on the border just inside SA. At the old Eucla site in WA there is an old Army DUKW which the locals use for going out to sea to shoot sharks. The water here is as bad as anywhere on the Nullie. From Norseman to Ceduna there is no freshwater and the bore water is very salty. We advanced our watches 45 minutes at Caiguna, now we do the same again; but this time 1 hour 45 minutes as SA has daylight saving. Doing so, sure makes the riding day short! From Eucla the road now skirts the coast and stopping at several cliff-top viewing points cuts back the amount of time you can cover in a day, however, the view is worth it with sheer cliffs stretching to the horizon. Turn around and you have a flat desolate plain as far as you can see, quite a contrast.

The road no longer goes to Koonalda and Ivy tanks so the next fuel stop is Nullarbor Station. We made Nullarbor Station after riding a 95km/h to preserve fuel. We covered 185kms with a strong headwind and went onto reserve 30kms out. Nullarbor Station is the only stop which is actually on the Nullarbor Plain . There is not a tree in sight . There fueling was conducted at the actual station, the modern roadhouse did not exist then. Forward on to Yalata Mission Reserve. The road skirts the old Reserve (no longer a Mission) and avoids the dreaded Nanwarra Sands which made travel so difficult in earlier days. Last time I went through here the locals laid on the road to stop traffic to sell carved souvenirs. None this time, presumably because traffic travels so much faster on the sealed road!

Fuel up at Nundroo and Penong & the Nullarbor crossing is done. Camp at Ceduna by the Ocean and enjoy great fish and chips. Ceduna is 490kms from Eucla. When I did the unsealed road in 1973 the road was dirt from Eucla to Penong or 420kms. Now the trip still takes time but you don't have to worry so much about breaking down or falling off!

From Ceduna we headed South down the Eyre peninsula to Port Lincoln. The first stop was Streaky Bay, where Eyre started his epic trek around the Bight to Albany. The road now runs close to the coast and a very rugged coastline it is. At Talia Caves the sea has gouged deep channels out of the limestone leaving huge tunnels undercutting the cliff face. From Streaky Bay to Elliston there is 80kms of dirt road and very bad dirt road at that.

The road further along towards Port Lincoln passes through some very pretty farmland with some strange light blue lakes in between the road and a range of hills. Before reaching Port Lincoln the road winds up a steep hill called Winter hill and at the top is a glorious view of the town and coastline with many bays and large islands in sight.

Port Lincoln looked like a nice place; but, it was my New Orleans! (*Note: Easyrider reference*). When we get to the Council Caravan Park there is a sign which says, "No Bikes permitted" in large print. (This now leaves a very sour taste in my mouth whenever I think of Port Lincoln). We were very tired and there was only one caravan park in the town, so we left Port Lincoln vowing vengeance. We finally camped in a very pleasant place by the sea 10 miles up the road.

4 January 1977 saw us pass through Whyalla and Port Augusta and on to the Lofty Ranges, following a real good road. Up and over Horrocks Pass and on to Wilmington. The road to Adelaide now goes along the Eastern side of the range and through many old farming communities with lots of old building made out of the local stone. Many deserted and old houses are scattered about beside the road a reminder of farming conditions before the Depression and drought brought them to their knees. From Clare winegrowing is abundant culminating in the Barossa Valley. We then hit Adelaide and the traffic! Two days of laying around the pool at a Motel in Adelaide took its toll and I grew fat and lazy, (something I have never shaken off). One can swim in the water at Adelaide but don't try and drink it. The muddy, smelly water is pumped from the Murray River and has a somewhat strange taste (even compared to Perth water)! Adelaide was sweltering, tucked in beneath the Mt Lofty Ranges, the heat forcing us to stay in our air-conditioned rooms. Thus we missed the sights of Adelaide.

On the morning of the 7th, we finally moved out into the hills back towards the Barossa Valley and into huge clouds of locusts. There we swept through crowds of wine imbibers and wound our way from Gawler to Tanunda and on to Nurioopta. There the ride came to a sudden temporary halt when a bee stung me on the belly after making its way down my jacket! After half an hour's incapacitation we droned on out of the hills and into the Murray Valley. We crossed the Murray at Blanchtown and headed towards Renmark. The Murray was broad, murky, winding and twisting whilst bringing life to the dusty plains. Every mile the river seems to have pump and pipe in it for the orchards and vineyards, Where the water doesn't reach is basically desert. Renmark was packed with normal tourists so we by-passed the town. One thing about the big Suzuki is how smooth the triple is and trouble free. Rarely needing chain tensioning, just fuel and occasionally some oil. The GT750 is comfortable two-up and handles well.

The Sturt Highway cuts into Victoria for a short stretch and we stopped at the first petrol station we came across as the heat was unbearable. I stuck my head under a water tap and tried to drink it but it was foul, so stuck to cool drink and orange juice! Finally made Mildura and it was packed with people. I have never seen so many caravan parks in my life. At Red-Cliffs we struck off across the flood plain to see them. After bouncing over dirt tracks for miles we never found them but did find the river. There were many big fish along the bank sticking their heads out and eating insects, I guess they were carp.

Cutting back to the Calder Highway we headed for Hattah Lakes to camp overnight. After talking to the Ranger we set up the tent near the lake. Went for a quick walk and saw that there were heaps of big Grey Kangaroos & Mallee-Fowl. The lake is part of the old course of the Murray. By morning the river water even tasted sweet from the old water bag. Rose early and went for a walk to photograph some of the roos. Stepping ever so quietly through the long grass so as not to disturb the roos I came within inches of stepping on a Brown snake. I glimpsed it through the corner of my eye whilst filming and I just caught my step in time.



I gasped with alarm and the snake took off like lightning under a bush. I carefully stepped around it and stuck to the middle of the track after that fright!

We packed camp and headed away following the river to Swan Hill and Echuca amidst hordes of grasshoppers. We reached Cobram and crossed into NSW only to cross back into Victoria at Yarrawonga. The river is dammed at Yarrawonga and the place was packed with swimmers and skiers. We camped in a massive caravan park and settled down among a horde of conventional tourists and insects. Next day accompanied by clouds of grasshoppers we were off to Albury-Wodonga and the Hume Weir. Finally some hills again as we crossed the Weir and followed the road to Corryong. It was a beautiful road and great on a motorcycle. The Murray was now a swiftly flowing stream and soon we were back in NSW and heading for Khancoban and the Kosciusko National Park. As we ride the steep winding road up the heights the exhaust changes tone. The colder high speed plugs haven't taken kindly to the slow dirt road and the change of atmosphere amongst the forest. Easily fixed, out with the hotter standard plugs. Never touched the plugs again on the entire trip.

We checked out the Yarrangobilly Caves, which are in a 300 foot deep gorge, at the end of a winding dirt road. On again and we soon pass through Cabramurra, the highest town in Australia. Next Kiandra and the tombstones at permanent Creek from the goldrush in the 1850s. Camped at Adaminaby beside lake Eucumbene. On to Canberra to visit relatives and look around.

Thus, the rest of the trip was a repeat journey, only this time via Cann River, Orbost, Melbourne, the Great Ocean Road, Adelaide and back across the Nullarbor. The GT750 Suzuki performed flawlessly, even two up with a ton of gear. We did carry a lot for sure. At one stop on the way home, a couple of guys on Honda 750s commented negatively on our load. At Nullarbor Station, we found one of the guys disconsolate with a collapsed rear wheel. I reached into my saddle bag and gave him a handful of spare spokes. I trust he rebuilt it, I'll never know.

On the run to Eucla the GT750 stopped running, fortunately it was only petrol. I had strapped a container of fuel on the back at Ceduna, knowing the headwind going home would chew up fuel. Filling the tank again, we were soon off again and to cut things short, eventually made our way safely home.

We had done it, again, crossing the Continent without incident, somehow, thank goodness & the Suzi Waterbottle was reliable, comfortable and faultless.

A TRIP TO ALBANY - April 1925- MOTORCYCLISTS OUTING.

The first long run by the newly formed Pingelly Motorcycle Club was commenced on Good Friday morning, when the following members look part in a run to Albany: —Messrs. L. Watson, S. C. Raven, C. Aldridge, Robin Hewitt, H. Sims, Alvin Willmott, G. Curtis, A. Sewell & H. Lloyd, the latter with his son Fred in his sidecar. At seven o'clock the majority with the road captain headed for Williams via the South Wandering Road and Pumphries' Bridge in a thick mist which made travelling somewhat difficult. At the Bridge, Mr Sims joined the party "which then proceeded to negotiate the winding but somewhat picturesque road to Williams which was reached in good time. From this township the road led through the Arthur River Settlement to Kojonup. Here the first engine trouble was experienced and this greatly delayed the journey, Kojonup being reached at noon. Lunch, was obtained and leaving Messrs. Sims and Sewell to obtain the necessary repairs the travellers opened out for Mt. Barker, G6 miles away. A good road runs all the way to this destination and some splendid scenery is seen by the Kendenup Estate, where the road curls round and twines in and out and up and down till it more resembles a switchback railway than anything else. The "Voyageurs" however, did not pause to admire, the scenery; the road captain made the pace and the sixty-six miles were covered in one hour and three-quarters, an absolute trouble-free run being experienced. A brief stop was made at Mt. Barker for petrol and the last thirty-two miles into Albany was commenced. Here, if any of the motorists had any visions of speeding, they soon found The illusion dispelled. The road was very rough and bumpy and the last six mile3 into Albany is easily one of the worst roads in the State.

The going was slow and painful and the travellers were not sorry when the lights of Albany were seen. The party drew up at a hotel a few minutes after dark. Next morning saw the arrival of Messrs. Sims, Sewell, Watson and Curtis. The two former, after having their machines adjusted at Kojonup, had travelled on to Mt. Barker, where they had stayed the night. Not so Messrs. Watson and Curtis, however. They had a Tale to tell. Prior to starting, Mr Watson had rebuilt an old machine and they had started from Pingelly at ten o'clock. But the old machine, with an obstinacy reminiscent of an army mule had refused to couvey its rider more than a mile at a time without adjustment and it was eventually decided to bring the refractory steed back to town and endeavour to obtain another machine. This was done and they again attempted to leave, this time at 2 p.m. All went well on the second, attempt, but darkness fell when at Kojonup and it was necessary to travel to Mt. Barker by lights. At the latter place they arrived late at night aud tried wakening up the local hotel-keepers for beds. Whether lthe hotel-keepers were too sound asleep to hear Mr Watson's stentorian tones or whether the roar of Mr Curtis' exhaust had conveyed the impression that an earthquake had occured we cannot say. At all events the portals of the two Inns remained closed. So the two hapless riders tried the railway station and a shed, but finding these somewhat chilly they strolled into the bush and lit a fire, where they slept, journeying on to Albany in the morning.

At Albany the day was spent in a ride around the Marine Drive and along Middleton Beach and a run to the King River. Attempts to obtain a motor launch proved fruitless and the attractions of Albany dwindled with no prospects of a water trip. So it was decided to journey on to the Porongorups on the morrow. Before departing on Sunday for the ranges the dizzy heights of Mt. Clarence aroused in Messrs. Watson and Curtis yearnings To conquer. This hill, which is 900 feet high at least, can be climbed by means of a winding and tortuous path, which pedestrians find sufficiently laborious. These two eccentric riders, however, demonstrated most conclusively that in capable hands the motor cycle is ahead of walking, even for mountaineering. The gradient is very sleep and is not eased at all by the zig zag track with sharp bends and gravelly surfaces, to say nothing of rocks and boulders. Mr. Curtis, on a light Douglas, found the going somewhat trying, as his back wheel would skid without, gripping. Mr Watson, however,, on an Indian Scout, went up with no stops in well under ten minutes, and was only assisted once. It was a remarkable feat and a wonderful demonstration of skilful and daring riding. The journey back to Mt. Barker was then commenced and after lunch at that town the party headed for the PorongorUps, where an enjoyable afternoon was spent in exploring these famous hills and in admiring the truly magnificent scenery. Late in the afternoon the riders returned to Mt. Barker for tea. It was during the process of tea that the discovery was made that Mr Curtis was missing. So the road captain spurred the Harley back along the road and found The unfortunate one valiantly pushing his machine along to town, his petrol having unexpectedly run out.



On Monday morning all were tuning their machines for the trip back. Considerable anxiety was felt over the behaviour of the weather as it had rained all night. Towards ten o'clock, however, the clouds cleared off and, everyone being ready & a start was made for home. The road was somewhat wet and numberless puddles had to be dodged before Kojonup was sighted. At Kojonup the fuel tanks were replenished although hardly successfully as no less than four tanks ran dry before Williams was reached. At Williams some decided to stay for tea and some elected to push on. After tea the journey to Pumphries Bridge provided the real thrills of the drip. Mr Sims' lamp was out of action and he rode with Mr Watson and Mr Curtis on either side of him. This was partially successful until some miles of new forming with soft gravel was reached. The passage Through this gravel, under those conditions, Mr Sims relates, was a nightmare, an opinion which is heartily and feelingly echoed by his two guides. However, by dint of prodigious efforts, the bad patches were safely negotiated. Upon arrival at the bridge it had been arranged that Mr Sims should tako Mr Curtis' lamp, and leave the latter to pick up what illumination he could from his companions. It wasthus that the Pingelly Motor Cycle Club reached home.

For some it was a strenuous excursion: others, who were well equipped with electric light, and other modern conveniences had an easier time. A general spirit of bonhomie and help-one-another prevailed and there was not one who did not thoroughly enjoy the trip, which totalled 470 odd miles over "good roads and bad. A paragraph which appeared in this paper two weeks ago Was reprinted in an Albany journal and somehow an impression was prevailing in Albany that the run was a road race, from Pingelly to Albany and members of the Club were informed that hundreds of spectators lined the roacl during the Friday afternoon in order to see the finish. Owing To mishap, however, the arrival was delayed and the procession into Albany was only greeted by four small boys and two dogs. Neediess to relate, the rumour caused much amusement among members.



YAMAHA

VIRAGO 535

By Clive Rawson

One of the issues us retired enthusiasts face is the ridiculously high price of many classic motorcycles, plus the need to continually maintain them at high cost unless we do it ourselves. I therefore thought it to be a good idea to start featuring bikes which represent great value for money, are 25+ years old (and thus can be registered on a 404 concession) and are inherently reliable and cheap to run. One such machine is my recently purchased 1994 Yamaha Virago 535 V-twin.

The Yamaha Virago 535 (XV535) was originally introduced in 1988 as an all-new, smaller, more entry-level, novice-friendly little brother to Yamaha's XV750 (introduced 1981) and XV1100 (introduced 1986). The complete range featured XV125, XV250, XV400, XV500, XV535, XV700, XV750, XV920R, XV1000/TR1, and an XV1100. The XV125, XV250, XV920R and XV1000/TR1 were chain driven, the rest were shaft drive.

The most common bikes in Australia were the XV250, XV750 and XV1100. The XV535, was very popular in Europe and the US and relatively rare in Australia. It is, in my opinion, the best looking of the Virago range. The classic cruiser/Harley look gives it a timeless style which has barely dated. All Viragos were simple air-cooled SOHC 2-Valve 70-75-degree V-twins. The XV535 produces 44bhp and 43Nm and is very flexible and is a smooth enthusiastic all-round performer. It also features a 5-speed gearbox and maintenance-free shaft drive. Power from other models is 23bhp (XV250), 55bhp (XV750) and 62bhp (XV1100).

The riding position is on the upright side of laid back, but not as radical as a Harley. All Viragos feature very comfy seat with ultra-low seat height of about 700mm, which is particularly appealing to short arses like me! Handling is surprisingly good, particularly for a cruiser, probably due to the low centre of gravity and relatively light weight of 182kg. The single disc with twin pot caliper at the front and large drum rear brake are more than up to the job. Tyre sizes are a minimalist 3.00 x 19 front and chunky 140/90 x 15 rear. The XV535 Virago has a clear analogue speedo but doesn't have a rev counter. The ridiculously small fuel tank is a deception – since there are two fuel tanks with the main fuel tank (8.5litres) being under the seat and the top tank providing another 5 litres giving 13.5l total, including reserve. This gives a range of approximately 220km. There's a fuel reserve switch on the handlebars. It also features self-cancelling indicators and, of course, electric start. All for an affordable price of about \$3000 second hand! Pre 1998 models are also old enough to qualify for a 404 concession, although it was made until 2004. Rego cost on a 404 concession is currently \$71.10. So overall a very cheap bike to buy and own and very easy and comfortable to ride!

THE ELECTRIC MOTOR-CYCLE: An announcement was made some months ago that an "American firm was constructing an electrically driven motor-cycle, but no figures were given relative to the horse-power of the motor or the capacity; some, however, were submitted regarding speed and mileage obtainable from a single charging, but whether these were based on actual tests or on theory did not transpire. On the whole, they seem somewhat excessive. The machine was to have three speeds or gears, giving 4 miles, 15 miles, and 35 miles per hour and, with an ordinary lead battery, the machine was to cover 75 miles on a single charge. With the improved Edison accumulator of the same weight, however, the mileage was expected to be doubled. Complete, with standard lead battery, the machine" would scale 225lb., and the price would be 250 US dollars - £50, or with an Edison battery £75. The motor was to 'be designed for regeneration of current, so as to reduce as far as possible the use of the mechanical brake, and increasing the mileage per charge. As far as results from tests with this type of machine are concerned/there really is no reliable data upon which to form an estimate of its practicability as a unit, or the reliability and durability of the mechanism. Comparatively speaking, however, the production of the electric motor-cycle has, received little attention. With the limited space available for the electrical equipment, and the limitations imposed by weight, high speeds and long distances can scarcely be expected. Nevertheless, with modern accumulators and a light and well-made motor capable of developing a considerable overload, it should be possible to build a machine to suit conservative requirements, such as filled by the motor-assisted, bicycle. But the very best lead accumulator would not be very suitable for this type of machine. An Edison battery, though some what expensive, will stand very rough usage; moreover, for a given output, cells of this kind are said to be lighter than lead cells, & can be charged and discharged at high rates: while the absence of sulphuric acid in an Edison battery is also another important advantage from the motor-cyclist's point of view.

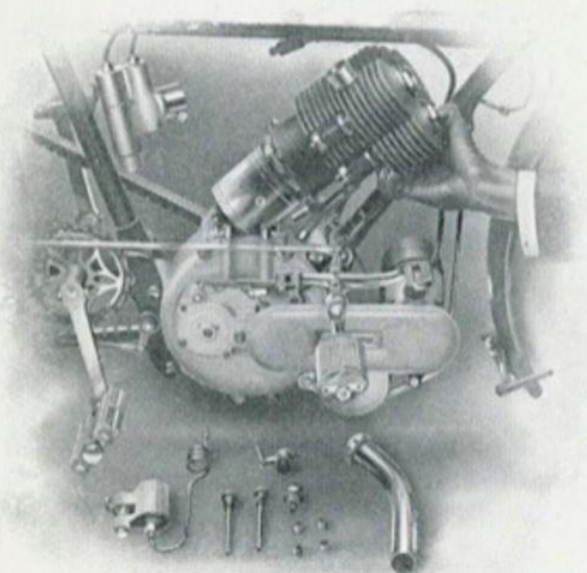
The Australasian, Saturday 10 August 1918



Should the engine be difficult to start, which is sometimes due to the plates of free engine clutch gumming up in cold weather; place the machine on stand, and with the clutch engaged pedal the machine, and the revolutions of the back wheel will materially aid the engine being swung over more easily.

We shall always be pleased to give a few instructions with regard to the manipulation of clutch to potential buyers or present users of clutch models if they will call at our works during ordinary working hours, Saturdays excepted.

Dismantling Cylinder.



Remove sparking plug, compression tap, petrol and oil pipes, carburettor, also nut holding exhaust pipe to engine (special spanner provided), and finally the four nuts securing cylinder to crank case.

Lift cylinder, at the same time tilting it towards front down tube.

For Sale

1926 AJS G8 frame with forks, seat, hubs, gearbox, kickstart, tank, girders, etc. No motor. Some spare gearbox & bits. \$4000 ono. & **1930s BSA parts:** incl Sloper giders, Ble Star gearbox, some levers. 38 & 39 rear hub suit Silver Star/Gold Star etc. Mark Thomas 0437206285

1953 BSA Bantam D1 125cc in race trim, second original engine included, \$1000 ONO. Leon Srhoy - roughneck@ozemail.com.au

1929 Ariel basket case – your choice side valve or overhead valve - Jamie Farley - jpfariel-nac@hotmail.com



1959 BSA Golden Flash A10. Fully Licensed runner but unused for several years so needs some attention to put it back on the road. Some spare parts and an operating and workshop manual included. \$4000 o.n.o. Peter Shilling brepe@iinet.net.au



FOR SALE: 2 x 46T Pilot bored chain wheels, suit 5/8" chain, 2 x 42T Pilot bored chain wheels, suit 1/2" primary, 1 x 43T Pilot bored chain wheels, suit 1/2" primary - \$120 the lot - Colin Tie 9295 1601 evening preferred

FOR SALE: 2 x push-pull petrol taps, brand new - \$40 the pair - Colin Tie 9295 1601 evening preferred



FOR SALE:

1928 BSA 350. \$12,000.00 & 1951 Royal Enfield 500 Twin. \$8,500.00

Contact Jeff Sanders 0411 750 767 for more information



Wanted

1939 Norton 16H: timing chain, cogs & oil tank, 1932 – 34 BSA Blue Star footbrake pedal or one to copy, End Plate for Lucas Magneto, the one I have is cracked. See pic on right. Contact: Mark Thomas 0437206285

I need parts to complete one of the BSA M20 projects sold at the Maddington VMCC auction. It is a military model, but all items would be appreciated. Rob – 0410464960. RJH79mail@gmail.com

Seeking a 60s Vespa, any condition and also a 1964 Triumph Thunderbird - Steven Lozyk Ph 0412282332

Wanted: #2450 exhaust cam to suit O.H.V. B.S.A. Single. Will buy or swap for different cam - Colin Tie 9295 1601 evening preferred

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We can walk and talk like a club, but let's look like a club, Please help Andrew out, he has a lot of stock on hand.

Hi- Viz Vest	\$20	Machine Badge	\$20	Cloth Badge	\$10
Polo Shirt	\$25	Stubbie Holders	\$5	Machine Badge	\$20
Cap	\$10	Floppy Hat	\$13	Stubbie Holders	\$5
Beanie	\$12	Sticker/Decal	\$2 or (3 for \$5)	Lapel Pin	\$10 or (2 for \$15)





Letters to the Editor:

Q. I enjoy the Chatter; but I do wonder about what to do with it after reading. Would it be possible to print the Newsletter on absorbent paper? A. Dill, Treeby WA

Ed. *Thank you for your question. The Chatter was printed on absorbent paper for some time, but complaints from people recovering unrecognisable gluggy masses from their letter boxes during rainy Winter days lead to a shift to glossy paper & plastic wrapping. If you could suggest good uses for papier-mâché in restoring motorcycles we may well return to the earlier paper stock.*

Q. I know I shouldn't have done this, but I am 83 years old and I was in the McDonald's drive-through this morning and the young lady behind me leaned on her horn and started mouthing something because I was taking too long to place my order. So when I got to the first window I paid for her order along with my own. The cashier must have told her what I'd done because as we moved up she leaned out her window and waved to me and mouthed "Thank you.", obviously embarrassed that I had repaid her rudeness with kindness. When I got to the second window I showed them both receipts and took her food too. Now she has to go back to the end of the line and start all over again. Ben Nevis, Scottsdale, WA.

Ed. *Thank you for your advice. I do similar, but mainly at home. When the kids played up & wouldn't eat their tea I took their plates and ate it myself. Later when they went to bed & started crying, I said, "wouldn't have happened if you had eaten your tea!" Oh, how we all laughed.....30 years later.*

Q. I find it very embarrassing when guests visit my house and my dog sniffs their crotch, especially as he is a chihuahua and I have to lift him up. What can I do? M. McGowan, Rockingham

Ed. *I find the most effective antidote to this is to invite the guests to return the favour and sniff the dog's genitals. If your guests are reluctant, it is easy to tempt them by offering a McVities biscuit afterwards, chocolate HobNobs being their favourite.*

Why do people only want to eat tuna if it's been friends with a dolphin? If anything I think that makes eating them even more heartbreaking? C. Weed, Triggs WA

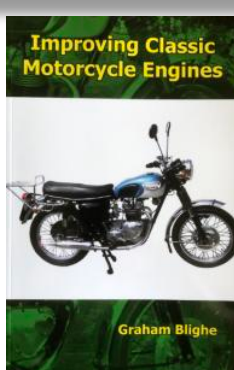
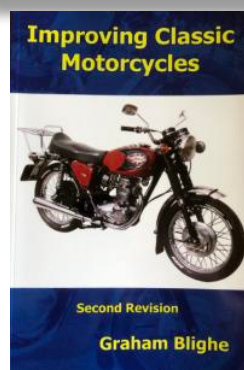
Ed. *I know a marine biologist who has just finished writing a book on dolphins. I told her she would probably have more success writing it on paper, but then, maybe that is why I am not a marine biologist. I know it doesn't answer your question, but I thought it may give you more food for thought and distract you from fretting over tunafish.*

Q. In a recent Chatter you referred to riding a Moto Guzzi as being, and I quote, "the cat's pyjamas" suggesting something rather good. In reality, cat's pyjamas would be covered in cat fur, smell like a toilet tray, be torn half to pieces and be covered in chucked up fur balls. Do you think you may have kicked an own goal there? B. Wildered, Piara Waters WA

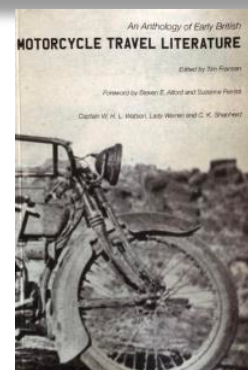
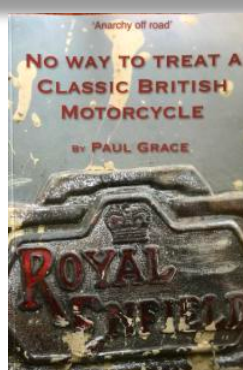
Ed. *They told me I needed to smarten up my appearance if I wanted to stand any chance of success in a job interview. 'Wear a suit,' they said. When I went for an interview as a mortgage advisor at MacQuarie Bank, wearing a one piece catsuit - I still didn't get the job, but I did get a nice plate of Salmon Nibbles. There is always a silver lining to any cloud.*

Q. Is it true that to boil an egg to perfection, without costly egg timers, you should pop the egg into boiling water, jump into the car and drive at 60 mph for exactly 3 miles, pull over and then ring the wife to take the egg out of the pan? I Odine, Midvale WA

Ed. *It is a very good method of solving the age-old problem of how to boil an egg. Not recommended in a 30 mph zone, however. I did find the limitation to this method when I tried it. I drove off for 3 miles and then rang the wife. I forgot she had driven to work 20 mile's away so by the time she got back, the tea towel over the cooker had caught fire and the house had burnt down. However, I really enjoyed my breakfast at the cafe which is exactly 3 miles away from home. Needless to say, I must remember to take my phone off silent. My wife was really annoyed and upset because I didn't answer her return calls.*



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loan
See Ken Vincent

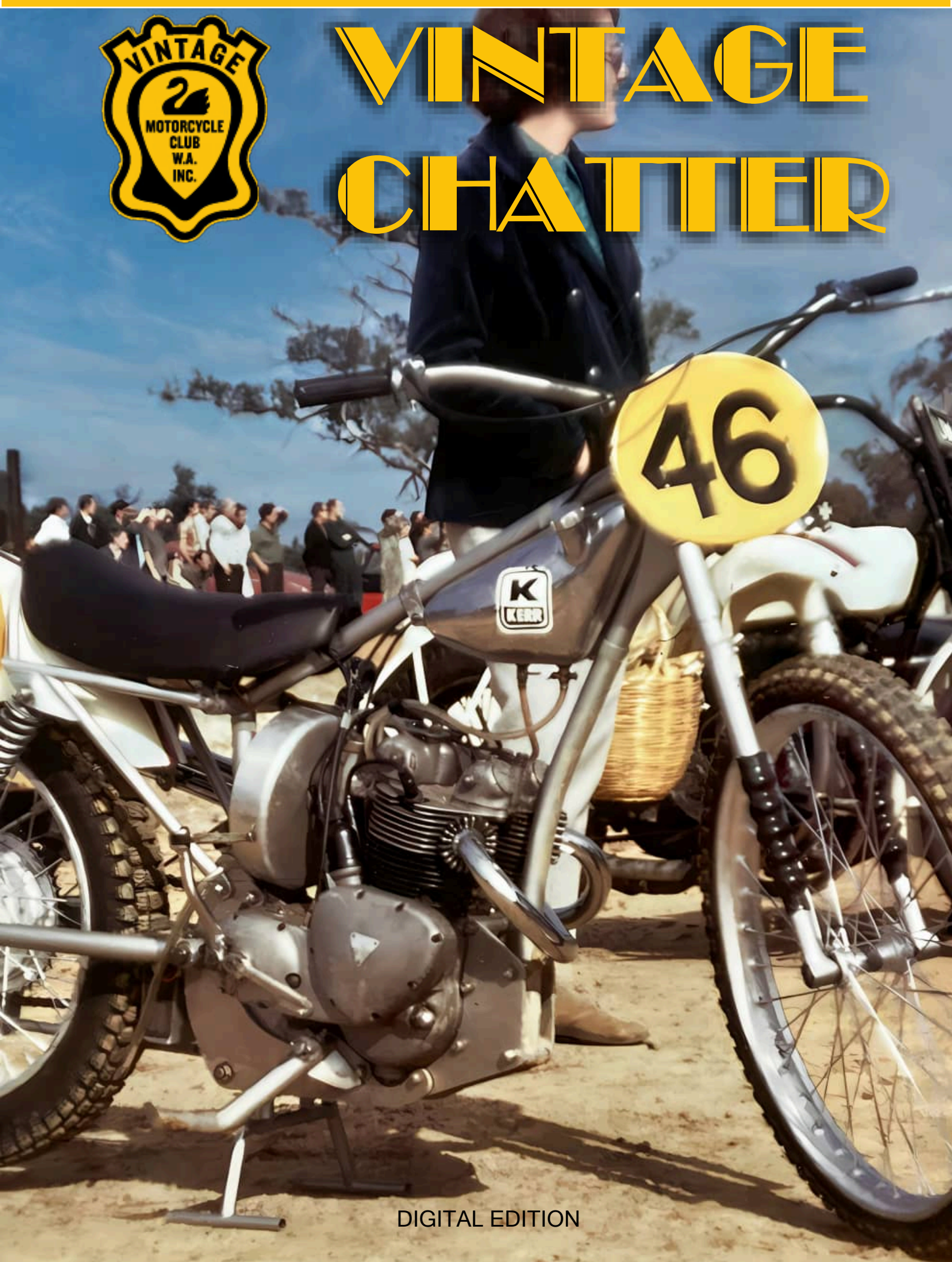


Richard Argus, Robert Mastai & Murray
Barnard at the Midland Workshops





VINTAGE CHATTER



DIGITAL EDITION

CONTACTS

POSTAL ADDRESS: P.O. Box 2268 High Wycombe, W.A. 6057

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Dating Officer: Pre 1970: Maurice Glasson - 0410000617 - mvg50@bigpond.com

Dating Officer: 1970 on: Jeff Sanders - 0411750767 - sti22b@live.com.au

CMC Rep: Les Vogiatzakis - 0488915103 - les@dgas.com.au
Invigilator:

Note: **1st Time Examiners:** DoT authorised vehicle examiners are listed on the Club website - vmccwa.com/oilyrag

Machine appraisal:

contact any of the following officials to arrange a suitable time & place for machine eligibility inspections:

Keith Weller - Bushmead - 92742476,
Greg Eastwood - Coolbinia - 0438041072,
Jim Douglas - Kallaroo - 94016763,
Maurice Glasson - Mandurah - 0410000617,
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Jeff Sanders - Serpentine - 0411750767
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cobrat500@gmail.com

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Tearoom: Ian Patterson

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Wattle Grove Clubrooms: 265 Hale Rd Wattle Grove

VMCCWA Bank Transfers to - B.O.Q. BSB – 126547 Acc - 21998733

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Deceased: Jack Berkshire, John Boyd, Ron Cherrington, Jim Clark, Bill Cowlin, Bert Holmes, Eric Langton, Ernie Legg, Charlie Lawson,

Max Madill, Barry Makin, May Makin, Ron Morrison, Ray Oakes, John Rock, Ern Serls, Peter Stocker & Jim Wallace

Current: Paul Armstrong, Murray Barnard, Chas Bayley, Ron Chave, Norman Chester, Frank Cocks, Jack Cunningham, Rex

Edmondson, Brian Lawrence, Terry McKie, John Moorehead, Bill Morrell, Shirley Morrell, Barry O'Byrne, Keith Perry,

Ed Shekell, Ken Vincent, Dave Weeks, Keith Weller & Adrian White.

Cover picture: Bob O'Leary's Triumph 500 engined Kerr short-tracker at Forrestfield Speedway

Back Page: Barry White enjoying the BBQ at Keith's

NEXT CHATTER: The next Chatter will be the Dec 2023 issue. Any contributions required by mid Nov at the latest, thanks.



MEMBERSHIP RENEWALS FOR 2024: The VMCCWA Management Committee has determined, in allowing for current conditions and increased costs, that Club fees will need to be raised for 2024. Accordingly an increase across the board of \$5 has been applied. As this increase has been kept as small as possible, a similar increase is forecast for 2025, in order for fees received to continue to cover operating expenses.

PRINTED VINTAGE CHATTER FEE FOR 2024: The Management Committee has reviewed the cost of producing, printing and posting the Vintage Chatter Newsletter and has determined that the annual subscription fee for 2024 will rise by \$5 to \$40. This fee only applies to members who subscribe to the printed Chatter.

MACHINERY PRESERVATION SOCIETY

The VMCCWA and the Machinery Preservation Society of WA have a close relationship and for several years have supported each others events e.g. The Old iron and the Midland Workshop's Open day.

To build on this relationship, a meeting was held recently with members of the Machinery Preservation Society and Midland City Councillor Rachelle Predovnik. At the Eric Langton Room in Wattle Grove. The visitors were given a tour of the VMCCWA Parts Store, Library and VCCWA Clubrooms. The opportunity was taken to share each Club's experiences and opportunities and how we can build on our shared interests and events.

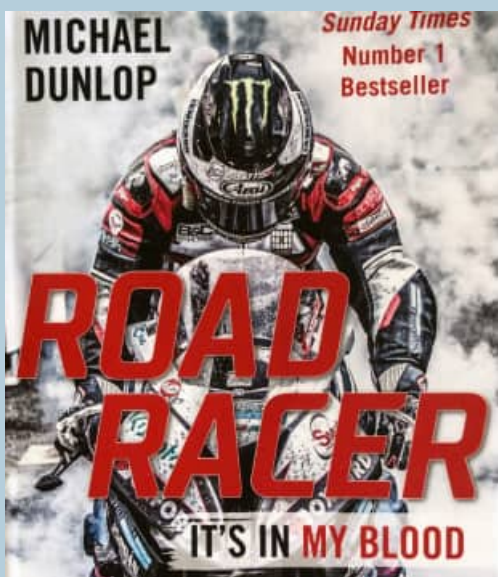


MACHINE EXAMINER: The Club effectively has not had an active Club machine examiner for several years. The position was declared vacant by DoT this year and Richard Argus has volunteered to perform the role and his nomination has been supported by the Management Committee. Richard will need to attend training provided by DoT and then have their approval before his appointment is confirmed. Details will follow once Richard's appointment is promulgated.

OLD IRON - SWAP MEET : The 2024 Old Iron will be conducted at the Cannington Showgrounds on 17 March 2024. The format will be the same with the grounds open on the Saturday to facilitate delivery of machines for the display and the Swap meet being held on the Sunday morning. For 2024 the machine display will be confined to the main hall. Rapidly rising costs have precluded use of the small hall.

Plans are actively being considered by the Management Committee to find an alternative site for 2025 due to increased costs at the Cannington Showground. There are options being explored which could add colour and variety to the event as well as bring down costs. A lot of work is still required by the sub-committee before any single option can be considered viable.

New Library Books



Vintage Motorcycle Club of Western Australia

Old Iron Motorcycle Swap Meet & Display

17-March 2024

Cannington Showgrounds
cnr Albany H'way & Station St

Sellers - 7am entry
Buyers - 8am to Noon

More details at vmccwa.com/classic



COMMITTEE NOMINATIONS:

The AGM is coming up soon in November. Committee nominations have been sought; the following received and confirmation will be sought at the AGM:

Chair: Les Vogiatzakis

Deputy Chair:

Secretary: Richard Argus

Treasurer: Jim Douglas

Communication: Murray Barnard

General Committee: Neil Freeman, Jim McGergor, Stephen Hills, Shawn Vieceli

Barry O'Byrne is standing down from Committee after many years service in the role.

ALBANY HILLCLIMB: The Albany Veteran and Classic Motorcycle Club's hillclimb is supposed to be back on again for 2023 on the weekend of 18/19 November 2023. The event is for pre-1980 machines only.

Entry numbers will be limited. Charles Walmsley is the co-ordinator and entry forms will be posted on the Club's website at avcmc.asn.au.

Note: entry forms were to be posted on their website but as of printing this had not happened as the event has not been confirmed.

IHC TWO DAY RALLY: The Bunbury based IHC Two Day Rally 2024 will be held on the weekend of March 9th & 10th. Rally information should be available in October 2023 and rally entries will open on the 9th of January 2024 and close on the 9th of February 2024.

ROARING TWENTIES RUN: The annual Pre31 Section Roaring 20's overnighter to Nannup, for Vintage and Veteran Motorcycles is on again for 20/21 April 2024. Departs from the South West Rail & Heritage Centre, Turner Street, Boyanup. Plenty of secure overnight vehicle/trailer parking in the museum's grounds. This is an Invitational Event and is open to members of "Historic Clubs" riding Pre 1931 Motorcycles only. A backup vehicle will accompany the event. More information and entry forms will follow closer to the event date.

ALBANY CHARITY RUN: The 37th consecutive Annual Charity Run will be held by the Albany Section of the VMCCWA on 9 December 2023. If you are in the area then this is a great event to join in. The event last year saw 280 riders and machines taking part in the run. Be in it to experience a very worthy event!



BIKE BALLOT

The club has acquired a number of bikes and parts from two deceased estates in the last few months. The parts from these collections will shortly be made available for purchase in the parts store. They may need some sorting first, but ask the parts guys what is available.

These machines will be made available to club members through a ballot process over the next few months. The ballot process is seen to be fairer to all club members as it offers a fixed price to the winning member and avoids the inequity that can result from the auction process where machines go to the member with the deepest pockets.

The bikes obtained are in most cases basically complete but in need of restoration. These machines will be made available to members by a ballot process. The first three bikes on the launch pad at this time are:

1. 1963 BSA C15 Trials Pastoral for \$2,000
2. 1974 Suzuki A100 two stroke for \$1,500
3. 1949/50 Norton Dominator 500 model 7 for \$2,500 (early Dominator with ES2 Frame)

The prices are well below market as they will need plenty of restoration work; but, will represent a good investment when completed. To bid, give your name and indicate the machines you are interested in to the parts store officers (Chas or Bob) or email treasurer Jim Douglas <treasurer@vmccwa.com>. The draw will be held at the AGM in November.

Note: These machines may be viewed at the Club Unit, Unit 4/4 Malcolm Road. Maddington on Saturday 7 October 2023 between 9.30 - 11.30am.



TRAVEL INSURANCE - READ THE FINE PRINT: I had cause to take out some travel insurance recently. After paying for a comprehensive policy which cost at least twice as much as it did pre Covid, I read about some very silly people who ride without helmets, protective clothing or even relevant driving licences in places such as Bali. One person recently ran up medical and evacuation costs of \$300,000, none of which was covered by travel insurance. Intrigued, I looked more closely into the conditions of my travel insurance and discovered to my concern that riding anything over 250cc was not covered. Hmm.....does that mean my jaunts in years past on 1200cc machines in Germany were uninsured? I enquired further and yes, indeed, the travel insurance did not cover larger machines and there was no provision to take out cover for machines over 250cc. Looking at other companies, some refused to cover riding motorcycles at all and others provided exorbitant additional cover if you required it, making it an unattractive proposition financially. My Berlin mate offered a solution, I can ride an Suzuki RGV250 instead! If coming to terms with Berlin traffic and riding on the right hand side of the road is not bad enough, I will now have to adopt a racing crouch and wrestle with narrow power bands. Whoever the genius is at the travel insurance company, they clearly do not know that riding some 250s is probably a greater risk than riding a bigger capacity, more tractable machine. I was unaware of motorcycles being excluded from travel insurance, or limited to 250cc, so I suggest if travelling and intending to ride at any time, check the small print!

Membership renewals due now

Well, membership renewals are actively due by 31 December 2023 but there are several reasons why it is a good idea to renew early.

1. You get it out of the way and don't have to recover from Xmas dinner and New year frivolities before your remember!
2. You protect your concessional licence and don't get a please explain letter from DoT on why your machine is unlicensed!
3. It spares us from rolling our eyes a lot in the New Year when we get the "I forgot" email!
4. You keep getting the Chatter and can use the library and spare parts store.
5. Our membership Secretary is saved from pulling his hair out when he gets 100s of renewal applications on New Year's Eve!
6. You protect your membership and don't have to reapply to join.

The renewal form is on the print Chatter mailing slip, attached to the email Chatter & is on the Club website - vmccwa.com

Club Events - Stephen Hills



APPROVED CLUB EVENTS

Please note: members using 404 concessionally licensed machines can attend any of the events listed below (including monthly & section meetings) without logging their use. Members using C4C machines must log all machine use. Concessional use is only for going to and returning from an event by the most direct route, as well as participating in the event.

MONTHLY MEETING: Clubrooms - Start at 8pm, 1st Wednesday of the month. Held at 265 Hale Road, Wattle Grove.

PARTS STORE/LIBRARY: The Parts Store & Library are open Monday mornings each week - 9am-11 am (except on PHs)

SECTION MEETINGS:

Post 70s Section - 3rd Monday of each month. Clancy's Fish Pub, 51 Cantonment St, Fremantle - 6pm. Organiser: Stephen Hills

Pre31 Section - 4th Weds of the month, 7.30pm, Eric Langton Room, 265 Hale Rd, Wattle Grove (except December). - Chair: Peter Lawson - 92932093, Sec : Art Woldan - 93303264, Treasurer: Jeff Sanders - 0418 933 535. Fees payable to BSB 036-087 - Acc 778468

Approved Club Events - Open to all members:

Wednesday October 4th - Monthly Meeting at Wattle Grove - from 7pm (Incl. presentation by Keith Weller on Moto Guzzi Alce)

Saturday October 7th - machines for sale by ballot may be viewed at the Club Unit Open Day, Unit 4/4 Malcolm Road. Maddington - between 9.30 - 11.30am.

Saturday October 14th: Capel River Classic & the Rustic Off Road Rally (for pre 1975 machines): Not an organised VMCCWA event. This is an event open to Club members which has been organised by The Bike Shed Times and the Indian Harley Club (Bunbury) - see Bike Shed Times & Indian Harley Club web sites for details.

Sunday October 29nd - Serpentine Airfield 50th Anniversary Fly-In. Meet at Bean to Brook, Canning Rd Pickering Brook 8.30 am for 9.00am start. Travel to Serpentine Airfield, Enjoy the Vintage and modern planes, aerobatic Displays, classic and vintage cars. There will be food and coffee vans on site. Contact Steve Hills 0413678604

Wednesday November 1st - Annual General Meeting at Wattle Grove - from 7 p.m.including Bike Ballot

Saturday November 18th- Sunday November 19th Gypsy Tour - Albany/Denmark. Meet the Albany Section of the VMCCWA and enjoy rides around the South Coast. Contact Stephen Hills - see details overleaf

Sunday December 3rd - Dam Early Run - Meet at Jack Healey Centre 21 Mead Street Kalamunda 7.30am Tea & coffee provided. 8.00am Take a ride around the Dams and return for a BBQ breakfast. \$10 for breakfast & refreshments Contact Steve Hills 0413678604

Wednesday December 6th - Monthly Meeting at Wattle Grove - from 7 pm

Tuesday December 26th - Boxing Day Breakfast - Ken Vincent

COFFEE RUNS: Regular weekly events: Note: may be followed by a lunch run

1. **Northern Suburbs - 10am Wednesdays** at Two Rocks Shopping Centre- Jim Douglas

2. **Eastern Suburbs - 10am Thursdays** at Bean 2 Brook Cafe , Canning Rd, Pickering Brook - Stephen Hills

3. **Southern Suburbs - 10am Fridays** - Pengo's Cafe, Shoalwater Bay. Organiser - Stephen Hills

4. **Fremantle - 9am Saturdays** - Meet at Tinsmith Cafe, 16 Stack Street Fremantle Organiser - Stephen Hills

REGULAR MONTHLY EVENT:

Classic Cars, Bikes & Coffee Display - 1st Sunday of each month.

Display bikes in by 8.00 am, event is from 8.30am-10.30am in UWA carparks, 3&4 Hackett Drive Nedlands. Entry by \$5 donation to Prostate Cancer Foundation Aust.

Contact Steve Hills steve.mag@icloud.com or 0413678604

INTERNET WOES:

Do you sometimes find that you can't log into the Club website as it asks for your username and password but you don't know your username and password? Well, never fear, the Club website doesn't require a username and password to access. If you are seeing a request for username and password it is because your browser cache is out of date. When you visit a website a copy of the page is cached in memory by your browser. This the case on PCs, laptops, tablets and phones. However, the internet is a very dynamic beast and web links and pages change frequently. If you only visit a site infrequently, the next time you visit, the website may have changed significantly and your browser cache struggles to open the web page, as in the case when you are asked for a username and password on the Club website. The solution is to refresh your browser or reload the page. All browsers have the option to do that. Alternatively, try a different browser. Refreshing the page will update your cache.



The Gypsy Tour is a collegiate exercise with the Albany Section of the VMCCWA. It is a great opportunity to ride on some different roads and take in the scenery. As well is a fabulous opportunity to relax and meet up with the Albany Section members. The Gypsy Tour for 2023 is based in Denmark. The event will be held on the weekend of November 18/19 2023.

A feature of the Gypsy Tour is catching up with the Albany Section of the VMCCWA at the Clubrooms at Little Grove on the shore of Princess Royal Harbour and enjoying a BBQ under the peppermint trees. On the Saturday, the Gypsy Tourers will gather for an evening meal, at the Denmark Tavern. The Gypsy Tour is a popular and fun event, offering the chance to ride great roads through the Albany/Denmark countryside, so please come along. It is a social event so any machine is OK, bring a car if you can't ride.

Sunday, the Gypsy Tourers will meet up with the Albany Section for a run to the Chainsaw Sculptures Venue to view the sculptures along the Chainsaw Sculpture Drive. After the display we will continue to the Albany Section Clubrooms for a BBQ lunch.

Book accommodation now by ringing the Rivermouth Caravan Park at Denmark. The Rivermouth Caravan Park is the base for the weekend run. Accommodation is limited, however, here are alternatives in the area, the Big4 or the local Hotel & B&Bs.

Please register, as soon as possible, your intention to participate in the Gypsy Tour. Numbers of attendees are required to inform our morning tea & lunch venues for the Saturday run. As well the Albany Section needs numbers for catering for the BBQ on Sunday. Please register by emailing Stephen Hills on steve.mag@icloud.com or by phoning on Mob. 0413678604.



Past Events

Men's Shed 30th Anniversary, Beaconsfield: 18 August 2023. A display was organised by Jeff Sanders to celebrate the occasion.



Pics by Jim McGregor



Keith's BBQ: 20 August 2023. Keith put on a good morning's BBQ lunch with soup, noodles and rice dishes to tempt all palettes. Yanti, Ennie, Nanou & Dennise worked hard on the catering which was much appreciated by everyone in attendance. A short talk was given by John Whisson on his adventures flying aircraft in the North of WA and ferrying aircraft from overseas. The number of people and bikes was very pleasing, with many new faces. A very pleasant morning for all and many thanks to Keith & Co. for their hard work in running a popular annual event yet again.







TWO ROCKS COFFEE MEET

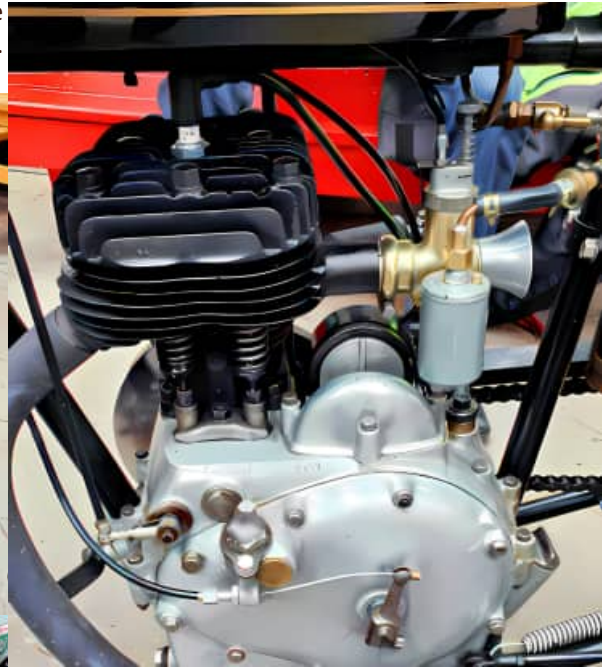


30 August 2023 - 15 bikes met at Two Rocks Cafe plus a few 4 wheel riders. Great sunny day overlooking the boat harbour. Spring is on the way! Photos by Richard Morrison



Beverley Run

Some pics of some of the machines on the Beverley Run.
Photos by Murray Barnard



ORABANDON

Pics by Anna Mastai



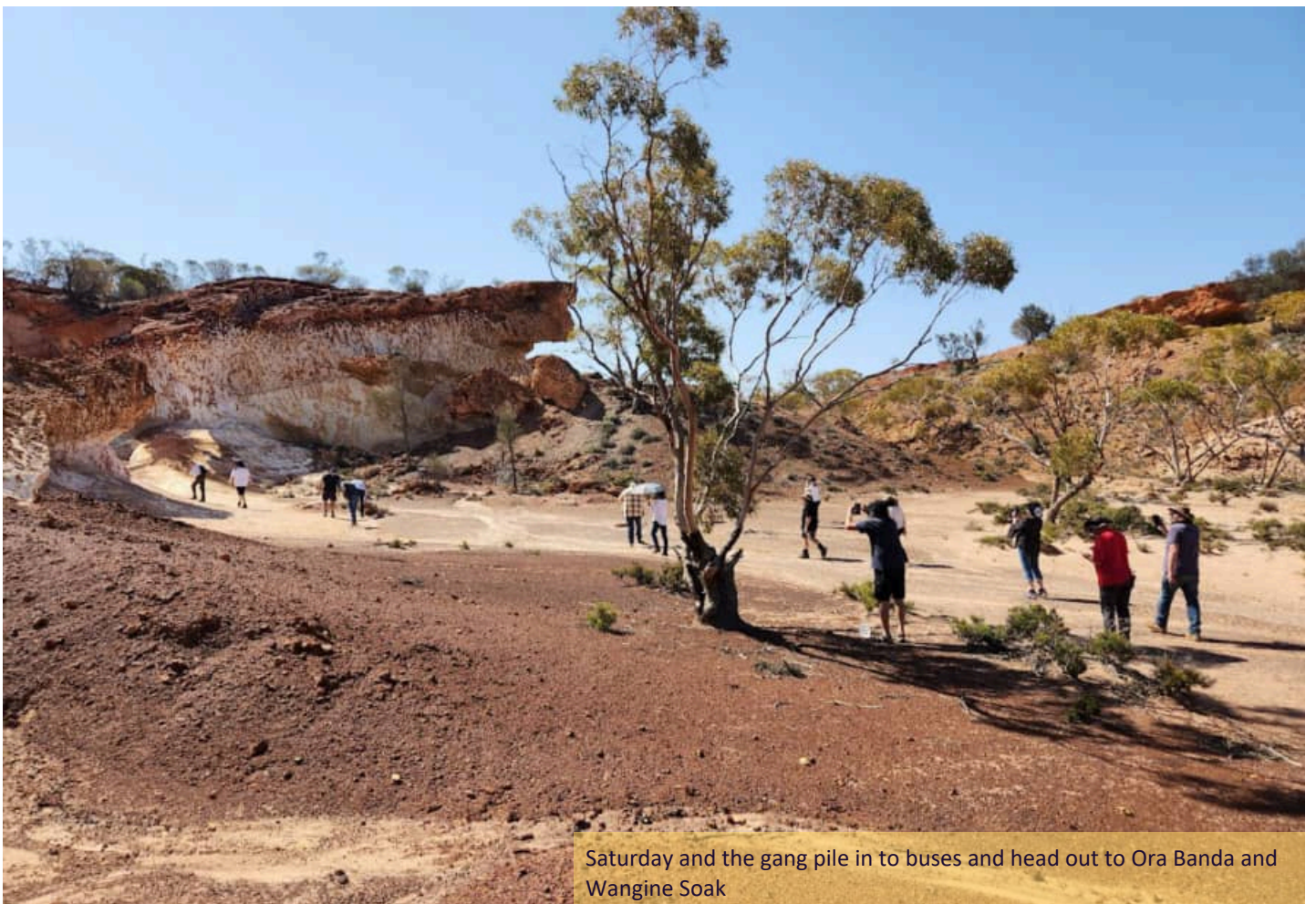
First and only casualty of the weekend was Terry McKie who had a wheel rim collapse and the wheel go West somewhere East of Merredin. Fortunately team Argus/Mastai came to the rescue and Terry was mobile again after much effort loosening managed wheel nuts and hub remnants. Good work team.



Friday and the gang hit the road and headed out into the Goldfields.



Team Orabandon Bikes on display at the Goldfields Museum in Kalgoorlie



Saturday and the gang pile in to buses and head out to Ora Banda and Wangine Soak



Sunday and the gang attend “Back to Coolgardie” Day



Sunday at the Super Pit in Kalgoorlie and team Orabandon are all smiles



Wangine Soak





Chair: Lynton Morgan 0438447330, lynton.morgan@bigpond.com, Secretary: Nigel Fiander 0417997580, bluflame@bigpond.net.au, Treasurer: John Banks, Bernie Wolfe - Roving Reporter & Peter Ogborne, Official Photographer.



Albany members please note: if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Amity Quay at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Amity Quay at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

PLEASE NOTE: Borrowing the section trailer: The section trailer may be borrowed by financial section members for transporting their motorbikes. However the trailer MAY NOT be borrowed when it is required by the Section.

ALBANY SECTION VMCCWA AUGUST 2023 MINUTES -Chalet Little Grove 3/8/2023 7.30pm - Chairman- L Morgan, Secretary- N Fiander, Treasurer- J Banks, Present Members 13, Apologies 3
CHAIRMAN'S COMMENTS: July Ride to Monty's Leap for coffee and cake generously supplied by Andrew Duncan. The total amount was \$430 of which Andrew paid \$350. The excellent service was well worth the over spend. Thanks to Andrew and Bernie for the trailer backup.

PREVIOUS MINUTES: Moved and agreed Ian Redman, Seconded Paul Armstrong.

BUSINESS ARISING FROM PREVIOUS MINUTES: Gypsy Tour chainsaw carving event at \$5 per head has been booked for 19 November.

CORRESPONDENCE: IN - Additional information from Veteran Car Club for March 2024 Rally. VMCCWA AGM nomination form. Approval granted by City of Albany for Dec Charity Ride.

CORRESPONDENCE: OUT - AGM Minutes, treasurer's report and monthly rides to Murray Barnard and section members. Moved: Bill Morrell. Seconded Dave Beeck. Passed

TREASURER'S REPORT: - John Banks: Moved: Arthur Wust, Seconded John Northcott. Passed

LIBRARY: - Bernie Wolfe - More magazines donated

MACHINE EXAMINATION: Ed Shekell M21 1958 BSA. Passed

PRE 65: - Bill Morrell - Wind Farm ride with sausage and cake at the Chalet.

GENERAL BUSINESS: Vintage and Classic Club have announced the Hill Climb for November.

CHALET COMMITTEE: Announced the insurance premium for the Chalet building and public liability has risen from \$1800 last year to \$2650 this year. Lynton to speak to Jim Douglas to discuss alternatives. Chalet Committee western power credit is about \$250 soon to be consumed.

ORABANDON RIDE: - 15-18 September - John Banks and Len Radcliffe have booked to attend.

JOHN NORTHCOTT: - Sunday 13 August - A long ride and a short ride for slower bikes ending at the Chalet for finger food lunch thanks to Cheryl and Noleen. Back up - Lou Anderson

IAN REDMAN: - Sunday 10 September - Hill top ride, BYO lunch at the Chalet.

John Banks suggested at least one coffee ride per month at the Chalet

FREE CHAIRS: David Beeck to pick up some better quality padded chairs for replacement of plastic chairs, free of charge.

Next Meeting - Thursday 7 September @ 7.30pm Little Grove Chalet. MEETING CLOSED 8:35

John Banks presented Ed Saffrey's 15 minute video of the training day last October on our new TV

Minutes by Lou Anderson & prepared by Lynton Morgan

GENERAL MEETING ALBANY SECTION VMCC WA 7/9/23 Little Grove Chalet 7.30 pm - L.Morgan Chair, A.Duncan Secretary, Members present: 16, Apologies: 4

L.Morgan - Reflected on and thanked those involved in John Northcott's ride and Graeme Wroth for sweets at the Chalet, Phil Ramsden's introduction to the Ironwood venue.

ITEM WITHOUT NOTICE: Bill Morrell raised an issue in relation to a member concern regarding Pre 65 Runs. Bill Morrell left the meeting at 8.40 pm. The issue was discussed at length resulting in a motion being proposed - P Ramsden sec P Armstrong, "That the Chair and relevant Committee members meet with B Morrell (and other Pre 65 members) to discuss and resolve" Passed

MINUTES FROM PREVIOUS MEETING - Moved "As correct" - B Wolfe Sec G Wroth Passed

MATTERS ARISING FROM PREVIOUS MINUTES

1) Gypsy Tour - Route readjustment York St, Woodcarver 1pm - Club to pay \$5 /head

2) Chalet insurance - VMCCWA will cover full amount for 23/24

CORRESPONDENCE

1) Out - Previous minutes to Perth VMCC, Email - Coffee Rides

2) In - Police permit for charity ride,

3) M Barnard - Correction regarding Sub information sheet. (Please note \$5.00 price rise for 2024)

Moved P Armstrong Sec I Redman "That all correspondence be endorsed" Passed

TREASURERS REPORT J.Banks - John moved "That the Albany VMCC reimburse the Chalet Committee in full -\$2623.58 for Chalet insurance" Sec "L Anderson Passed Moved L Anderson Sec B. Wolfe " That the Treasurers report be accepted " Passed

GENERAL BUSINESS

1) Discussion regarding P Armstrongs' quote for Charity ride badges. Motion P. Armstrong, Sec L. Anderson "That 201 badges be purchased \$6 each plus GST" Passed

2) Colour of Badges (By consensus) White Santa, Black background, Yellow perimeter

3) Lynton to organize Charity Ride poster with Albany printers

4) Discussion Orabanda Ride - 10 Attending from Albany

5) Discussion - Ian Redmans Club ride Sun 10 Sept - Manfred F - Backup

L Morgan gave a rundown of forthcoming coffee rides and R Turpin's club ride 8th Oct

Meeting Closed 8.45pm. Minutes taken and prepared by Andrew Duncan



Left: I had a little fun recently when I went on a coffee run with the Albany mob to the Surf Museum and cafe on South Coast Highway about 30 km.s from Albany. Phil Ramsden, a long time member was riding his Honda Revere . It is a 1990 650cc V Twin with shaft drive. Like all of Phil's bikes it was looking pretty good. It is a pity that his name isn't Paul for obvious reasons. So I made a little magnetic sign to rectify the situation. *Graham Wroth*



York St, Albany - 1950s

Meeting No. 430: 26- 07- 2023: Opened at 7.30 pm - VMCCWA Pre 31 Section - Venue, Eric Langton Room, Hale Road, Wattle Grove - Chaired by Peter Lawson - Present Greg Boothey, Greg Hughes, Peter Lawson, Jeff Lindley, Jeff Sanders, Tony Southall, Gary Tenardi, Ken Vincent, Dave Weeks, Art Woldan - Apologies Nat Brazzalotto, Brian Rodwell New Members Don Price

Minutes of Previous Meeting - Emailed by Art Woldan.

Business Arising from Previous Minutes - The minutes said Sue Lawson was made a Pre 31 Life Member but should have said she was made an Honorary Member. (The Pre 31 Section doesn't have Life Members.) This has been corrected in the permanent minutes including in the *Chatter*. The minutes said Adrian White was paid \$50 for transporting the Roaring 20's luggage, and should have said this was in addition to \$75 he was paid previously. Accepted, Dave Weeks 2nd, Ken Vincent Financial Report Submitted by Jeff Sanders. The Westpac account had \$3066.17 on June 29th and \$3051.57 on July 26th. Income was from membership fees and expenses were from events, to give a net reduction of \$14.60. Accepted, Dave Weeks Seconded, Greg Boothey Business Arising from the Financial Report nil

Past Events • 16 - 07, Machinery Preservation Club display at the Midland Railway Workshops, organized by Steve Hills.

Future Events

- 18 - 08 (Friday), BBQ breakfast at the Fremantle Men's Community Shed, followed by a mystery run, by Jeff Sanders.*
- 20 - 08, Keith Weller's BBQ, in Hazelmere.*
- 9 & 10 - 09, Beverley Two Day Run and Old Hotel Event, by Jeff Sanders.*
- 14 through 18 - 09, Orabandon Goldfields tour, by Richard Argus.*
- 15 - 10, Bike & Car Display at Golden Ponds, Mundijong Road, in aid of Telethon, by the Heritage and IHC. Dave Weeks.
- 16 through 20 - 10, Great Escape to Donnybrook and Donnelly River, by the Heritage Club for pre 65 bikes. Dave Weeks.
- 29 - 10, Serpentine Airfield Fly-In, contact Steve Hills.
- 11 & 12 - 11, Bendigo Victoria Swap Meet, noted by Greg Boothey.
- 17 - 03 - 2024, Old Iron Bike Display, by the VMCCWA.
- 17 through 22 - 03 - 2024, 1 & 2 Cylinder National Rally in Albany, by the Veteran & Classic Car Club. * See the *Chatter*.

Business Arising from Events

- During Old Iron the Pre 31 Section will have part of the Main Hall. Jeff Sanders will organize the bikes in that area. Suggestions for a theme are invited. Members are encouraged to ring those who have pre 31 bikes to display them.
- A Shed Run in October or November is proposed to see the contents of interesting sheds. Jeff Lindley and others to suggest some sheds.
- It was mentioned that the Yanchep Hotel would be a suitable

destination for an Old Hotel Run.

General Business: • Jeff Sanders said Ken Hopkins' 1928 350cc BSA is still for sale for \$12,000.

Bits & Pieces

- Peter Lawson said he purchased a Scott motorbike from Eric Langton's Estate, and a head and barrel. The head and barrel are from a 1922 500cc Triumph. The head is a rare four-valve Ricardo-designed head. Peter is looking for other parts for a 1922 500cc Triumph to see if he can build one. • Peter also showed a clutch basket from a 1930 500cc Sunbeam where he installed new corks, and he described how he installed the corks. He purchased them from Wigetco.com who have many sizes and grades of corks.
 - Greg Hughes mentioned a source of rubber on Barrington Road and showed some samples from there. Greg also showed some petrol tubing ferules, and a heavy clock-spring type spring for identification. It was thought to be from an American bike.
 - Greg Boothey showed an Amac carb slide where the O.D. had been built up with solder. It was suggested the carb was from a 250cc bike. Greg also brought in mandarins and oranges from his property for the attendees to bring home.
- Closed at 8.30pm



Meeting No. 431 23- 08- 2023 Opened at 7.30 pm - VMCCWA Pre 31 Section - Venue, Eric Langton Room, Hale Road, Wattle Grove, Chaired by Ken Vincent. Members Present Roger Bowen, Greg Hughes, Jeff Lindley, Jeff Sanders, Gary Tenardi, Ken Vincent, Dave Weeks, Art Woldan. Apologies Nat Brazzalotto, Tony Southall. Visitors nil. New Members nil.

Minutes of Previous Meeting Emailed by Art Woldan. Business Arising from Previous Minutes The July minutes said Jeff Sanders would organize the Pre 31 bikes in the hall during the

Old Iron Event in March, but this will be done by Jeff Lindley and Gary Tenardi, while Jeff Sanders will organize the sausage sizzle. The minutes said one of the organizers of the Golden Ponds Display is the Indian Harley Club but it is actually the Indian Motorcycle Club, a separate Club.

Financial Report Submitted by Jeff Sanders. The Westpac account had \$3056.57 on July 27" and \$3058.57 at the end of the same day, so all the activity was in one day. An allocation of \$25 is still to be withdrawn for the combined Beverley and Old Hotel Events. Accepted, Dave Weeks Seconded, Greg Hughes. Business Arising from the Financial Report - Jim Douglas, the VMCCWA Treasurer, queried why the VMCCWA was charged \$55 for the hall hire by the Car Club during the Foundation Day Event, but it was agreed this was valid because this Event was open to all VMCCWA members, not only Pre 31 Section members.

Past Events · 18 - 08, Fremantle Community Men's Shed Event, by Jeff Sanders. There were about a dozen bikes, from Jeff's 1927 FN side-valve single through to modern bikes. The Shed's extensive workshops were open for viewing, and there was a choir and Blues singer for entertainment. Refreshments consisted of bacon and egg rolls, and coffee. After the event Jeff led a run to the King Road Brewing Co. in Oldbury.

· 20 - 08, Keith Weller's BBQ, report by Ken Vincent. There were about 60 bikes, mainly later bikes. The event included a talk by a representative from Engine Machining Services.

Future Events · 9 & 10 - 09, Beverley Re-Enactment and Old Hotel Run, by Jeff Sanders. On Sunday morning there will be a bike display and BBQ breakfast at the Beverley Men's Shed. Greg Hughes will drive the backup using Jeff's car and trailer. Terry Mckie will contact the Beverley newspaper to run an article about the event, using info from Murray Barnard. The

oldest bike on the run for the first time will win the Bob Robinson Trophy, and Ken Vincent showed the Trophy during the meeting.

· 15 - 10, Bike and Car Display at Golden Ponds, Mundijong Road, in aid of Telethon, by the Heritage and Indian Motorcycle Clubs. Contact Dave Weeks.

· 29 - 10, Serpentine Airfield Fly-In, contact Steve Hills.

· 18 & 19- 11, Albany Motorcycle Hill Climb, by the Albany Vintage and Classic Motorcycle Club. It was noted that this coincides with the VMCCWA Gypsy Tour to Albany.

General Business: · Greg Hughes showed a list of taps and dies with British Standard Cycle threads he purchased from Classic Fasteners in South Australia at a reasonable cost. Their web address is www.classicfasteners.com.au. Greg also showed a steering damper from his BSA Rocket 3 he's going to repair.

· Ken Vincent mentioned that an Indian and two BSA's are for sale. The ad is on the board in the Eric Langton Room.

Bits & Pieces

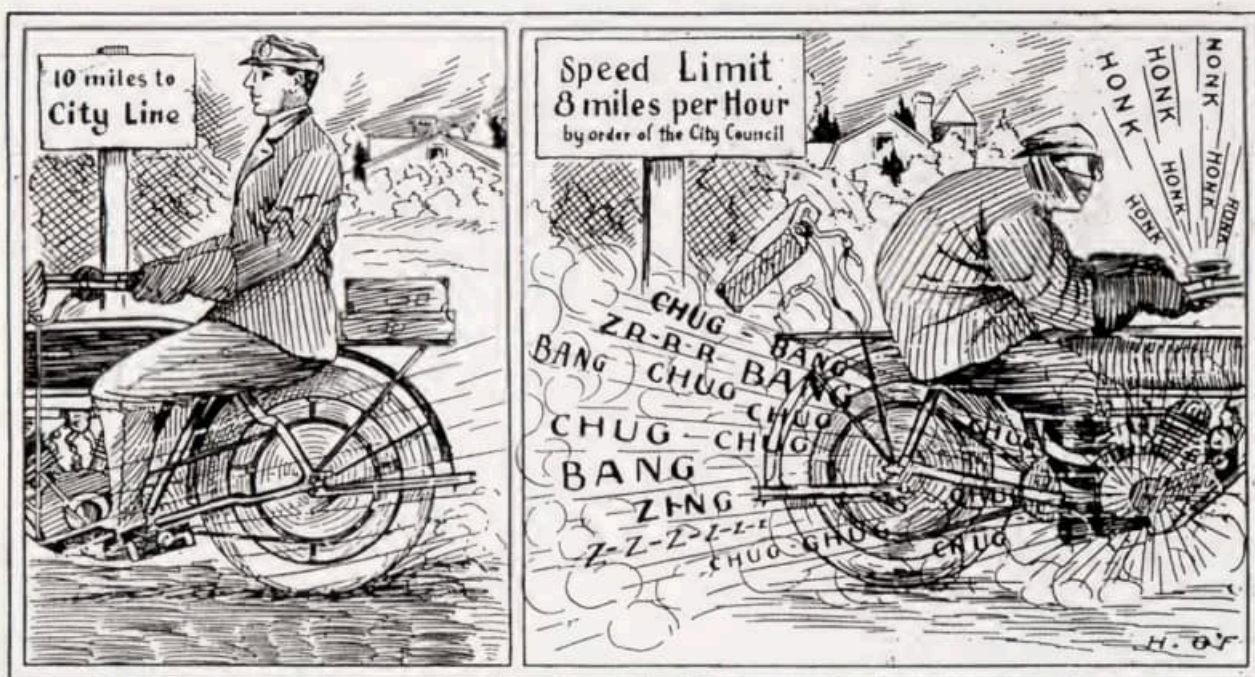
· Gary Tenardi showed a photo of the bottom end of a 1939 500CC side-valve VA Ariel he wants to restore. He said the head, barrel and cam shaft are useable but many other parts are required.

· Ken Vincent showed two acetylene lamps for bicycles, one by P&H. They included integral acetylene generators.

· Jeff Lindley showed the following: - Some fork gaiters he ordered for his 1969 Royal Enfield Interceptor from Classic Bike Spares in NSW. - A speedometer he wants to repair.

- Valve seat cutters. - A gauge for sizing wires, and a King Dick tool for tightening various spoke nipple sizes. - A photo of a rickshaw wheel with a beaded edge tyre, but it was suggested it isn't suitable for motorcycles.

Meeting closed at 8.30pm



Problem—Which of These Two Individuals Is Doing the Most to Advance the Welfare of the Sport?

From Big Bang to Big Bangers - Part 10 - 1902-03

Brought to you with evident joy for all things motorcycle by my fellow internet colleague & virtual friend, Dave Richmond, who lives in the South Island of the UK (the Isle of Wight). Dave has kindly shared his timeline of motorcycles with us. Dave spent many years on the staff of "The Motor Cycle." Dave and I are collaborating in our spare time on a comprehensive A-Z of motorcycles which can be seen online at ozebook.com/wpaz. *Murray Barnard*

1902: ENTREPRENEUR CHARLES Garrard imported 160cc Clement engines which were fitted into bicycle frames by James Norton and marketed as Clement-Garrards. Before long the first Norton motorcycles appeared, also powered by Clement engines and marketed as 'Energettes'. Adolphe Clement was a bicycle manufacturer who had been working on developing engines since 1897. He also produced pneumatic tyres and owned the French Dunlop patents.



Clement



Norton Energette

JAMES, WHICH HAD been making bicycles since 1872, fitted FN engines; the first Triumphs and the first Ariels both used 2½hp Minervas; Brown Bros branched out from parts and accessories into complete bikes marketed under the Vindec banner.

BOSCH LAUNCHED a high-voltage magneto and spark plug. The mag included a condenser which enhanced its reliability. Other technical developments included a water-cooled engine from US manufacturer Steffey; a V-twin engine from Zedel which was used on (French) Griffons; and a practicable drum brake, invented by Louis Renault.



THE COURTS WERE beginning to deal with motoring offences. In Somerset one Alfred Nipper of Weston Super Mare was hauled before the beak summonsed for the way he was riding his 1898 Werner: "Then being the driver of a certain carriage (to wit a motorcycle) on a certain highway there situate called Bristol Road unlawfully did ride the same furiously thereon so as then to endanger the lives and limbs of passengers on the said highway." He was fined 7/6d; worth about £40 today.

OTHER NEW MARQUES included Montgomery, Brough (WE, George's dad), Bradbury (with a 1¾hp Minerva clip-on engine, from Oldham, Lancs), Simplex (in the Netherlands), Merkel, Metz and Yale (USA) and Victoria (Scotland) – not to be confused with the German Victoria, which was designed by the memorably named Max Frankenger. In the US Marsh built a 6hp racer that was said to do 60mph.

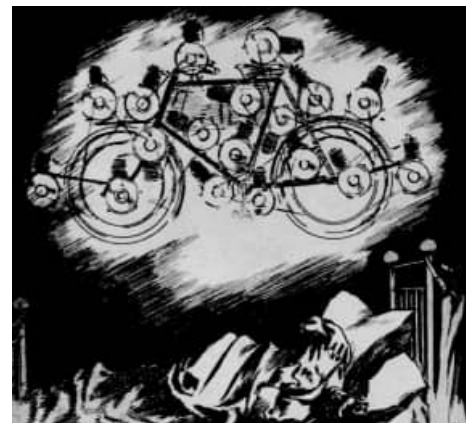
CLARENDON, JAMES, Quadrant, Bradbury, Rex, New Hudson and Phoenix were among British manufacturers to follow the New Werner's lead by mounting their engines vertically at the bottom of the frame. Ditto Continentals such as Peugeot, FN and NSU. Light Motors produced a lightweight clip-on engine. FN below:



TEMPLE PRESS launched Motor Cycling and Motoring magazine (the first issue was dated 12 February 1902).



"The best position for the engine." This cartoon reflects the confusion at the time.



The owner of this 2hp Minerva certainly believed in getting maximum value for his money.



Victor Rigal upped the ante with a flying kilometer time of 28.8sec (77.7mph) at the Gaillon hillclimb aboard a 4.25-litre Buchet vertical twin.



Solos at Deauville included a 1½hp Pecourt, weighing in at just 30kg and ridden by Mme Jolivet





Charles Coudert, pictured with his Lurquin et Coudert during the first motor cycle race at the Bois de Boulogne.



M. Bucquet averaged nearly 23mph from Paris to Vienna to win on his Werner.



Herren Krieger and Podesenick finished 66th and 67th on Laurin-Klements.

GLENN CURTIS began manufacturing motorcycles when his former employer asked him for a self-propelled bicycle to help him commute—his route included a hill that was giving him trouble. Curtiss ordered an engine kit from ER Thomas in Buffalo, NY; what he received was a set of rough castings without a carburettor, ignition system or instructions. With the help of a local engineer Curtiss produced a working 130cc 1½hp using a carb adapted from a tomato soup can containing a gauze screen to pull the petrol up by capillary action.. The ignition came courtesy of the family doctor, who supplied a medical electroshock generator. The bike was dubbed the Happy Hooligan; not surprisingly it was crude but learning fast, Curtiss built better and faster. By year's end one of his machines made the fastest time

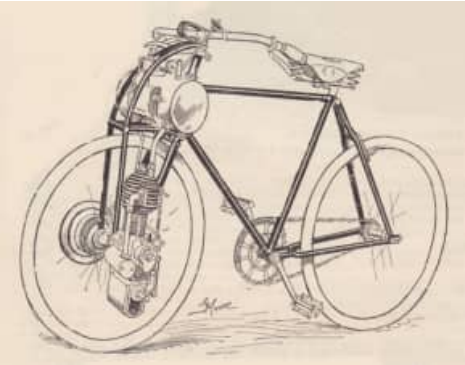
at a Labor Day road race in New York; within five years he would become the fastest man on earth.



In 1902 Bruneau marketed a bike with chain transmission and clutch: later upgrades included water cooling and shaft drive.



"A CURIOSITY IN MOTOR-BICYCLE DESIGN: The machine illustrated is the speciality in motor-bicycles brought out by Motor Wheels, Ltd, Euston Road, London. It departs entirely from conventional practice in design, the whole of the motor gear being carried by the front forks. The motor is a Simms, fitted with magneto ignition, and the drive is by a Crypto gear to the front wheel axle. The petrol tank, carburettor, coil and accumulator are supported on a bracket attachment carried by the forks. A stout flat spring fixed between the handlebar and stem reduces the vibration considerably. Whether or not a machine of this type would be liable to side-slip badly is a doubtful point."



HUMBER OFFERED two models; one with a 1½hp clip-on engine hung from the

downtube and driving the rear wheel via belt drive. The other was made under licence from Phelon & Rayner (later better known as Phelon & Moore). The 2hp engine served as the downtube and drove the rear wheel by chain in two stages. They were raced by the work's riders JF Crundall and Bert Yates.



1903

MORE THAN 80 new marques debuted during the year from Britain, France, Italy, Germany, Austro-Hungary, Sweden and the USA.

WOLVERHAMPTON-BASED Star fitted ZL engines in its first bikes and called them Griffons. In 1903 Star began to import Griffon motor cycles from France; a year later the British-made 3hp Star went on sale with trembler-coil ignition, two four-volt accumulators and an optional Bowden free-engine clutch.



Above: Maurice Fournier with the formidable V4 Clement on which he averaged 88.9km/h over 10km at Paris's

Parc des Princes. Spectators were said to be terrified by the spectacle.



Six years before adopting the name AJS, the Stevens brothers built their first complete Stevens motor cycle. It was an open-frame lady's model ridden by their sister Lily, the first female motor cyclist in Wolverhampton. Lilly's sister Ethel, aged 14, also had a go and was stopped by a copper. She wisely pretended to be her big sister and later produced Lily's license at the nick.



The Stevens boys also produced the Motette forecar; that's Harry Stevens in the saddle (only fair as Harry designed the Stevens motor cycle).

THERE WAS GREAT international interest in the Paris-Madrid race though some enthusiasts wondered if motor cycles were really up to such a severe test. A number of Brits joined the fun, though it was reported: "The formalities to be gone through by the foreign riders were ridiculous and irksome, some of them occupying most part of the day before they could be discharged. They had to submit their machines for judgment as to whether they were bicycles that could be driven safely and then prove they as riders were also capable of directing them."

However not all the pre-race tests were so rigorous: "We were interested, and, it must be confessed, somewhat disgusted, while watching the weighing of the motor bicycles for the Paris-Madrid race, to observe the amount of perverted ingenuity that had been employed in reducing the

weight of motor bicycles of from 4 to 5hp, so that they would pass the 50kg class. Readers will say it is impossible, seeing that an ordinary 2hp commercial motor cycle weighs 50kg and over, even without petrol, oil, or accumulators.

On the other hand, this is very easy to explain, when we say that the above-mentioned motor bicycles were weighed for the Paris-Bordeaux race with ordinary track racing tyres on, half the usual bolts missing, no chain, no pedals, in many cases no cranks, sprockets, or chain wheels, and on one of the motor bicycles we even saw a seat-pillar made of wood painted with aluminium powder, tanks of only one litre capacity, handle-bars as thin as paper, and these perforated all over with holes for the purpose of lightening them. In addition, tyre lock nuts were non est, and circuit wires were made of thin electric bell wire. Many of the coils were actually only attached to the frames by pieces of leather, in some cases string even being used for this purpose. By these means the weights were brought down to 49kg 999g!

But next day, when ready to start, the motor bicycles of which we are talking were totally different machines. Everything required for safety had been replaced. The general outline remained the same, and this naturally deceived the starter; but the details necessary for road racing had been replaced, which of course meant an increase in weight."



Riders started in pairs at one-minute intervals on the 345-mile run to Bordeaux. As they arrived they all complained of nails thrown onto the road which had caused numerous punctures. There were stories of cars blocking the road and competitors brought to a halt by spectators wandering in front of them. More than one Brit pulled over with fatigue and heat exhaustion, the quickest competitors took nine hours to reach Bordeaux where the race was cancelled following a number of fatalities.

"The impression caused by the accidents was so great that that the Prefect of the Department sent an order to prevent the

racing machines from leaving the grounds where they were exhibited on the day following the race, without a special authority, and this was only given on condition that the vehicles were hauled away to the railway stations to be put upon wagons for their destinations."

Below: AE Wright was one of two British Ormonde riders in the Paris-Madrid; after dealing with endless punctures he dropped out with heat exhaustion.



Above: Lesna on his 3.5hp Peugeot

THE 1903 MOTOR Car Act required every motorised vehicle to be fitted with number plates. It increased the national speed limit from 12 to 20mph with lower local limits, and driving licences were introduced. There was no driving test, just a five-bob (25p) fee with a minimum age of 17 for cars and 14 for motorcycles.

The offence of 'reckless driving' came in to control pioneer roadhogs. Horses still ruled the roost – noisy exhaust cut-outs were banned and drivers were required to "stop, and remain at a standstill, for as long as may be reasonably necessary" if a horse rider held up his hand. And riding side saddle on a motorcycle was banned.

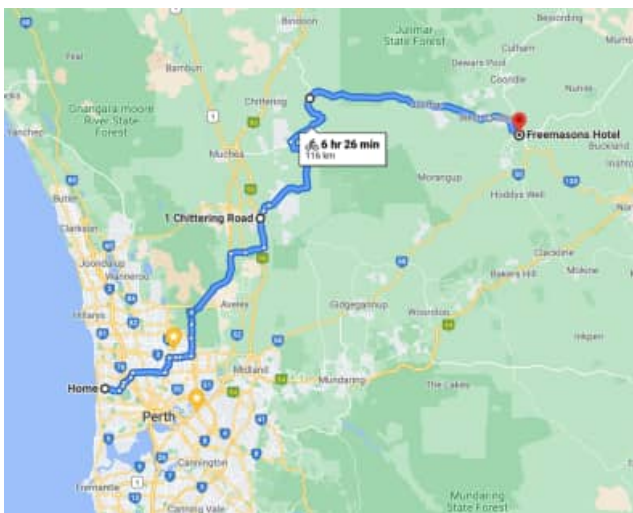


My Electric Motorcycle - by Clive Rawson

The bike: The bike is a 2011 Vmoto Emax 110S. The original price was \$4000 and it had a range of 60km on its original lead-acid batteries. I bought it for \$1900 second hand from the original owner, who was actually the Perth importer. I then spent about another \$1800 converting it to LiFePO₄ cells. These were considerably lighter and had higher capacity, increasing the range to between 120-150km depending mainly on the speed travelled. The original weight was 91kg plus 100 kg for the lead acid batteries! The new battery weight is 32kg, giving an all up weight of approximately 123kg, versus the original 191kg. This has made it sprightlier and more able to climb hills, in addition to providing a much greater range. The bike features a 4kW brushless DC hub motor set in the rear wheel. It has 4 driving modes: Eco, Normal, Max, and Reverse (!), with corresponding top speeds of 45, 60, 75 and 3 kph respectively. It also has moderate regen braking, but this does not slow the vehicle very quickly. I try and anticipate the need to slow down to minimise energy loss using the brakes. The design is very modern and has similar features to a Ducati motorcycle! Twin stacked movie projectors style headlights, motorcycle forks, disc brakes, etc. Mine is adorned with Valentino Rossi stickers (46) since he was my hero motorcycle champion. My 25A charger takes about 1.5kW (6A) from the 240V supply, so can be used on a standard 10A socket anywhere in Australia. It takes about 5 hours to charge the battery completely from flat, but I normally only have to charge for about an hour since I only typically use a maximum of 20% per day in normal use. I tend to wait for a sunny day, so that I can charge "Free" from my solar panels. The cost of a full charge is about 35c if I use my solar panels (because I get paid 7c/kWhr when I export it) versus about \$1.50 using grid power.

The trip: As a test of its range after the battery upgrade, I decided to try and make it from home to Toodyay, about 116km via the less busy Chittering Valley route. I did some calculations to estimate the range, accounting for variables such as wind and hills. I waited for a Sunday afternoon with favourable conditions (light winds and sunny) and set off about 2 pm. In order to make sure that I got to my destination, I kept the speed to about 60kph by leaving the power option on "medium". It was absolutely delightful travelling through the countryside at a leisurely pace in total silence! The roads were quiet, and the sun was shining! I arranged for my wife to follow a bit later in the "back-up" vehicle with generator!

Right: the route (courtesy Google Maps)



Above: the elevation profile

I arrived at the hotel before my wife caught me up, so checked into the hotel and plugged the bike into a 10A socket in the laundry, accessible from the back of the hotel, using an extension lead. I then proceeded to the bar for a celebration drink!

The next morning, after a nice meal and stay at the hotel, we had breakfast before heading back home. It was a Monday morning and the traffic was very light. I had arrived in Toodyay with 22% charge remaining after 118km, so I estimated my range to be about 150km. On the way home, I decided to make a few detours and also ride a bit faster. The result was that I travelled 135km with 8% charge remaining.



Right: Awaiting breakfast at the café opposite the old Freemasons Hotel (Note No 46 (Rossi!))

Conclusion:

I have never really been interested in electric cars. They are relatively expensive when new and I am concerned about the battery life, large amount of power required to charge and the fire risk, amongst other things. However, I note that stand-on scooters and electrically assisted push-bikes have really taken off and are relatively cheap.

Being into motorbikes, I like the idea of electric motorcycles. However, in general, motorcycles have a relatively large wind resistance and, as such, the range reduces dramatically with speed. As mentioned above my range is about 150km @ 60kph but drops to about 120km at 70kph. My top speed is



about 75 kph, but if it did have a more powerful motor enabling it to achieve 110kph, the theoretical range would reduce to about 35km. Then I could put 4 times the capacity of battery in and increase the range to about 140km, but the batteries would weigh 128kg alone and would take up a large amount of space. For this reason, I don't consider larger electric motorcycles to be practicable at present. However, a small commuter electric bike capable of 75kph and 150km range seems ideal. Being a step-through it offers some weather protection and side crash protection. It also has luggage storage under the seat and in the foot well. I used it the other day to transport 2 x 20kg bags of builder's sand!

My bike is no longer made. It was a bit of a sales disaster with only about 100 sold in Australia. I think this was due to the weight of the lead acid batteries and poor overall performance, plus the relatively high cost compared to a petrol 50cc bike. However, I reckon mine is a great compromise for general commuting and pootling about. I even rode it to the coffee meet at Two Rocks last summer, a 120km round trip, mostly at 70kph.

The Birth of the Kerr - by Adrian White - the story of club member Kevin Kerr's engineering exploits.



Short Circuit racing was very popular during the sixties in the East, less so in Perth, largely due to the lack of a suitable venue. The sport here got a huge lift when a dedicated track opened in Forrestfield. There was also a track in Mandurah. Such tracks were to be kidney shaped, which meant there was a right hand bend rather than just being a speedway oval, on grass, and the terrain needed to be undulating. Minimum length was five hundred yards, maximum, three quarters of a mile. Some gun speedway riders, who had never turned right, really struggled with this. Dougy Underwood, very respected on speedway was a case in point. Campaigning a Kerr at Forrestfield he totally got the right hand turn wrong, and jumped off the bike, which took off like a rocket on hitting a rise in the ground, flying over the safety fence and spectators before coming to rest in the car park. No-one was hurt!

Kevin Kerr, of the Harley Club, and Ray Long, riding with the Lightweight Club, became friends whilst competing for their respective clubs, in scrambles. That era didn't see many purpose built scramblers on the track, but mostly road bikes which had been stripped of any extraneous weight - lighting, dual seats, mudguards replaced with alloy items etc. Some went to extreme lengths drilling holes in everything that could take a hole, but still wound up with a heavy, often powerful machine which took a great deal of strength to successfully campaign. A respected University research project in England declared riding scramblers was the most physically tough sport of any. These same bikes were eligible to run in Short Circuit events, but were still heavy and cumbersome. Several companies in England, where the sport was big, offered purpose- built bikes; a few Hagon, the most popular of these, appeared in the East, but none came to Perth. Cost was a factor, this was a sport, and most riders had families.

Ray was a fierce and determined racer, but found the effort of manhandling road-based bikes in typical scrambles terrain physically draining. Short Circuit was an answer but the machine problem remained. He had a Gold Star engine in his shed, and with no particular goal in mind, set about restoring it to the highest level. Kevin noted the beautiful job Ray had done, and enquired if there was a gearbox to go with it. Assured that there could be, he then said "build a gearbox then, and I'll build you a Short Circuit frame."

Ray recalls spending a lot of time scrutinising magazine photos of English grass trackers in action, seeking out the smallest details which might make a difference. Steering geometry was to be as close as could be ascertained to a Hagon, though how close could you get from a photograph? Anyhow, Kevin drew a full size working drawing on a large sheet of ply, complete with all details, including wheels, 21" front, 18" rear. The frame was to be built of Reynolds 531 tube, the best, with Kevin able to buy sufficient for one frame, from Jandakot Airport, to be assembled using nickel bronze N rods. Provision was made for any subsequent bikes to utilise the engine of their rider's choice, ranging from single and twin cylinder four strokes, to the emerging unit construction

two stroke competition units. This meant ancillary items such as footrests had to be tailor made; this became a problem later on. Kevin also designed and manufactured a quick action throttle, so good they are still sought after today. The prototype was fitted with a "Big fin" Gold Star 500 engine and gearbox.

That all required an enormous amount of midnight oil, with various people offering their particular skills, and Barb, Kevin's wife, providing endless cups of tea. Kevin, Leading Hand at the engineering shop where he worked, was fortunate to have the shop available to him at lunch time, and after hours, to manufacture many parts, including wheel hubs, which the team then laced up. Doug Underwood made the tank pattern, which they then pressed and welded. A friend of Ray's, skilled with fibreglass, made the moulds and the fibreglass mudguards. Ray himself, a sign writer, designed and produced the "KERR" tank logo. He also applied paint, and distinctive mudguard striping. All fixings, bolts and studs were to be made in house, ensuring a perfect fit.

Kevin designed in several unique features. The bike was quickly converted from short circuit form, to become an up-to-date speedway weapon. The removal of five bolts enabled the swinging arm rear suspension to be replaced with a rigid rear end, very similar to that on an ESO, regarded as the best in the business. Front fork travel was easily reduced to two inches. The front suspension was sprung by rubber bands, which in itself was not new, as Hagon used this, but Hagon only offered one heavy duty band, whilst Kevin supplied several light rubbers. This enabled the bike to be finely tuned to prevailing conditions. Adding to this, removing one clip released the front number plate, revealing a quickly detachable Kerr-produced damper. Changing the oil in this altered the amount of damping. Bob O'Leary really appreciated this; one good look at the track, and he could quickly set the bike up perfectly. Because the bike had to turn both directions, laying over to extreme angles, similar to speedway, the footrests were ingeniously designed to fold up on contact with the track, without digging in.

Finally, in 1968, all the midnight oil, all the hard work of this dedicated crew paid off. There in front of them sat a new motorbike, complete with 500cc Gold Star engine, ready to ride, looking pristine and new. Kevin knew of a vacant lot suitable for a trial run, (or so he thought!) but it turned out so rough a trials bike would have struggled. The next meet at Mandurah would be their baptism of fire.

The naysayers had a field day. "Too light, not strong enough, it'll never stand up to the rigours of racing, and it doesn't look right!" came the chorus, no doubt partly fuelled by jealousy but very upsetting to Kevin as some of the criticisms were quite vicious. He let his bike do the talking. Ray found the bike to be an absolute missile, so good to ride. He put his machine into a winning position, being constantly harassed by one of the loudest of the critics, who that first day rode a heavy scrambler very aggressively, finally T-boning and damaging the Kerr, running over the front wheel. It was there that Bob O'Leary took one look at the bike, and said "I want one of those!" He became owner of frame #0001, to which he fitted a unit construction 500cc Triumph. Also specified was a 23" speedway style front wheel, for better handling and grip. In the hands of "The wizard on wheels," as Speedway Promoter Con Migro christened Bob, this was a potent combination.



That first run totally convinced the team they were on track, Ray finding the bike a delight to ride. The front forks flexed more than was desirable, so bracing was added. Braking from near the 100mph potential, sitting up high for wind braking, sent the rear end flapping around, but Ray accepted that as just an initially alarming characteristic, not a problem. This characteristic was peculiar to Ray, by virtue of his riding style. Bob had a problem of his own. When laid over in a left hand turn, the bike had a tendency to suddenly dump a puzzled Bob on his backside. Photographer Peter Roebuck showed a picture of the moment Bob and Kerr came to grief. So great was the angle of lean, the bulge in the primary chain case grounded, lifting both wheels off the ground. Surgery to the end of the crank, and the cover, fixed the problem.

They campaigned the Kerr for the following twelve months, and were delighted when it was announced the 1969 National Title was to be contested in Forrestfield. It sounded like a tough assignment. The cream of the Eastern States riders turned up in force, full of confidence. They brought some very suitable machines with them, and were race-fit, often riding three times a week. Ray replaced the 500 Goldie engine with a 350 of the same make. That engine was a bit of a mongrel, built with a B33 crankcase, an iron B31 cylinder topped with an early Gold Star head. Mongrel it may have been, but it went like a rocket, surprising many. The light weight of the Kerr was obviously a factor. This enabled him to compete in three classes, not just one.



The result didn't surprise West Australians. Ray Long had taken his Kerr with him on holiday to Adelaide the previous year, and whilst he didn't bring home any silverware, he did win the Interstate Riders Invitation, and also set fastest time of the day. His faith in the Kerr was unshakable. Bob O'Leary seemed to be able to win in any class of motor cycle racing, and on several occasions had taken his B.S.A. scrambler East. On that less-than-suitable Short Circuit machine, he'd damaged plenty of egos, on the Kerr he was uncatchable. Ray secured the 350 and 500 titles, Bob the unlimited.

Word of this quickly spread among the short circuit fraternity, with the obvious result Kevin being asked, particularly by eastern states riders, "how can I get one?" Such was the interest, Kevin decided to produce more bikes, a huge undertaking, as jigs were needed, as were patterns for all the ancillary bits, like footrests, with each different engine / gearbox specified

requiring different plates and footrests. The bikes were completed rolling chassis', requiring just a power plant, and off you went racing. They were sold at cost, about \$500, which seems incredibly little money today, though Kevin's charge out rate when he opened his own shop, Kerr Engineering, was \$3.50 per hour. The first batch of ten bikes sold before being built, so great was the interest.

An enthusiast in Sydney offered to act as agent for Kevin, relaying orders and money. This worked well, and Kevin was surprised to discover the agent would have all the relevant parts ready. As long as the bike was shipped (via Ansett, at a very friendly rate) by midnight, the machine would be ready for delivery by about 8am.

The exact number of Kerrs built is not known, as unfortunately Kevin lost the book which recorded this, but at least thirty found their way into the eager hands of new owners, and winning. All this, however, came at a cost. Kevin and his band were working normal jobs all day, then working all hours of the night. Any sign of normal family life disappeared, making for a stressed household, most unpleasant, though the family totally supported Kevin in his endeavour. There were signs, also, that the neighbours weren't keen on engineering type noises, especially late at night. Supplying spare parts was difficult too. With all the

different engines, many parts had to be made from scratch, then rushed to Ray for paint. It's par for the course that spares are always urgent, with sometimes less than a week between meetings, and competitors fighting for season-long titles.

In 1970, an emotionally and physically exhausted Kevin declared there were to be no more Kerrs. He is one of those special people who can't not help someone in need, so a few parts sneaked out, but that was it. Family harmony gradually returned. The Kerr brand didn't end there. Speedway sidecars, in this era, were mostly pretty agricultural, heavy machines, with chassis welded up from water pipe attached to a modified road bike frame. Tom McQuade, a front line competitor had an 880cc J.A.P. V twin engine, for which he hoped to find a suitable frame. Kevin volunteered to build this, utilising the same 531 tube and nickel bronze weld. Word of this venture spread, giving the nay sayers new ammunition. "The welds will never withstand the incredibly tough life on Speedway" and so forth, so a test was devised. Three pieces of tube were welded into a "Z" shape, then subjected to destruction in a press. Each weld remained undamaged, while the tube tore.

The finished machine weighed as much as one of the old style water pipe frames, minus engine. Light and strong, it went well and handled superbly. It's Achilles Heel was the J.A.P. engine, over which Kevin had no control. Time and again, running well and competitive, the engine failed to finish. In one such situation, the bike was leading into Pits Bend, nicely locked up, when one cylinder quit. The loss of power meant not enough grunt to keep the combination locked up, with back wheel spinning; the newfound traction hoisted the front wheel into the air, the outfit, now riderless, careered to the infield, found more traction, then roared back onto the track, hitting and seriously injuring another competitor.

Back in the pits, the critics had a field day. "Nearly killed someone that time! Are you satisfied now?" and much more of the same nonsense, totally ignoring it was the engine at fault, not the chassis. Kevin was deeply hurt by this, and that was the end of his involvement with Speedway. The vivid memory still upsets him, to this day.

Another sidecar venture was a frame and Earles-type forks, built for Motocross. The usual immaculate Kerr workmanship and design gave its rider great expectations, so he entered for a major event in the East. His over-enthusiastic operation of the throttle saw him attempt to mount a vertical bank way too fast, bending the forks with the sudden stop. So unhappy was this strange man, he stripped the bike down to the frame, then on the homeward journey, detoured from the highway to the cliffs overlooking the Southern Ocean, and threw the offending frame into that ocean. A road racing sidecar also impressed that fraternity, but was written off in a racing accident before being fully developed.

Ray and Kevin had long admired the style of Long Track bikes, as raced in America. Using the same technique that produced the Kerr short circuit bikes, magazine pictures, and any available specifications, a bike was drawn up on ply, and then translated into elegant metal. The result is a stunning looking steed, which has never been started. Ray's competition career caught up with him, several serious injuries, with the seemingly inevitable arthritis ended his riding days. He still suffers serious pain.



Kevin had enjoyed the challenges and decision making involved in the Kerr, so it was a natural progression to investigate the possibility of working for himself. A friend with a motor trimming business had space to spare, so Kevin opened Kerr Engineering in a third of the premises. He purchased such machinery as became available on his very limited budget, and his tradesman's expertise, coupled with his absolute commitment to helping people, gave the fledgling business a flying start, which never stopped. For reasons best known to themselves, enthusiasts were converting perfectly good motorcycles into choppers; with Kevin a motorcyclist, his work was in high demand. The longest fork extension he ever made measured 14 inches. Custom exhausts and sissy bars were popular. The local Morris dealer had a warranty problem with brakes on the recently released Morris 1100. Only Kerr Engineering had the know-how to fix this, leading to the dealer offering to pay \$4 an hour, instead of the standard \$3.50. Naturally this was accepted! Welshpool, site of the workshop, was a rapidly growing industrial area, so much so that the supply of electricity was, at best, unreliable. The company's commitment to keeping deadline promises meant that Kevin, on numerous occasions resorted to using a hurricane lamp during late night marathons, conserving power for machines. West Australia, out of the city, is four wheel drive country. Land Rovers were seen as the best in "go anywhere" terms, but suffered badly in long distance road performance. Kerr became authorities in engine replacements, with Kevin's own short wheelbase Land Rover sporting a Chrysler 265 cu. in. hemi under the bonnet. Wife Barb, driving this one day, waited for green at lights. Alongside was a yobbo who obviously fancied his chances in his "hot" car. Barb ignored all his engine revving, and "meaningful" looks, the lights turned, she planted her foot, leaving yobbo wondering. Next thing she was pulled over by the Police, the officer saying "I'm not going to look under that bonnet, just be careful!"

We'll finish with a story that, to my mind, really gives a measure of the man. Kevin visited a country show, on display was a wheat grading machine. This consisted of a large drum mounted horizontally, with a gear round the circumference. A pinion below this drove the drum, and an elderly lady was describing the use of the machine, and spinning the drum by hand. This placed her fingers perilously close to where the gears meshed, risking a potentially awful injury. Kevin couldn't get the sickening image out of his mind. He went back when no one was around, found the pinion had a square section and thread, measured this, went home and fabricated a crank handle. This he sent to the lady with instructions on fitting. He received "the most beautiful letter ever" for his kindness. Most of us with workshop experience would have seen the danger. Would we have done anything about it? Would YOU?

FOOTNOTE: Ray Long made some pretty extreme demands on his body whilst motor cycle racing, and has paid a long term painful price. Hopefully, a major operation on his back, performed recently, will turn his life around. We wish him well.



Kevin Kerr

NUMB BUMS & OILY RAGS by Adrian White

Some very fortunate people are born with an almost instinctive ability to do things, like riding a motorbike; they just know how to go way past the basics. It's called "talent". I proved beyond doubt I wasn't part of that cohort, one nice sunny Sunday morning, at Yaldhurst, a farm where the Christchurch Model Aero Club enjoyed their free flight days. Mate Paul, loaded with talent, had ridden his Francis Barnett 197 road bike- cum scrambler to the meet and found himself a very nice hump in the ground, allowing him to entertain the troops with some pretty spectacular jumps. "Have a go," he said, so I did. Following his example, I wrung the neck of the Fanny-B on the run up, hit the jump at speed, and then displayed my ineptitude. At the crucial moment, I jumped up off the footrests, and found myself hanging on to the handlebars, body vertical, looking down at the bike, which was now descending, having cleared the jump. Over the handlebars I went, landing in front of the bike, which promptly ran over me, coming to a riderless stop some distance away. Once my audience was convinced I was unharmed I put up with quite a lot of helpful advice, most of it coming from those who couldn't even ride. A few wise words from Paul made the difference; I was successful in my next attempt.



For Sale

Robin Webb from Lower King near Albany is offering his **motorcycle collection for sale**: 1951 Triumph Speed Twin, \$8,000; 1959 Triumph T100 500cc, \$12,000; 1960 Triumph T110 650cc, 19k miles, \$12,000; 1971 Triumph TR6, 650cc, \$6,650; 2000 Triumph Sprint 950cc, \$4,000 & 1992 Triumph Trident 900cc with saddle boxes, \$3,500. Contact Robin Webb on 98441234 after 6pm.

Indian Early model of Army 741. (See pic right.) Excellent condition with many new parts to complete the restoration. Also many spares and WLA parts to Stroke to 750cc available separately. Approx \$17000 depending on parts reqd etc. Phone Wayne F 0417987504



BSA Bantam Parts: BSA D1 Bantam frame YD1 49413, 1951 model. Still in what appears original paint and good condition. \$250.00. BSA Bantam D1 handlebar headlight control, genuine Wipac for very early D1's where lever operated headlight switch via cable. very rare, \$50.00 - Kim Naldder 0432 327 240, kimbo5205@gmail.com

Wanted

English single Frame & Swingarm: Any manufacturers frame & swinging arm from the fifties to suit pre unit single & complete gearbox any condition. Rob 0478217097 rob.wharton@live.com.au

Wanted 1973 Suzuki GT 250 Green and White Tank model. Had one as a 17 yr old and always regretted trading it in. I know there is one around the club somewhere. Would also like to hear from the member that does have one if the bike isn't for sale. Email is always best, Thanks Mark - 0437013009, markkregel@hotmail.com

Services

SMALL ENGINEERING JOBS: turning, milling, repairs, odd remanufactures etc. For helpful and friendly service please contact Eric Gibbons, phone 9496 1508, or Steve Shelton 0472 730 333

ASSORTED ENGINEERING SERVICES. Reboring & resleeving, turning, milling, welding, and repairs or remanufacture of faulty part. Located N of the river. Don Price 9304 3807 or mob 0478632159

VINTAGE STEEL for all your Motorcycle Mudguards. The world's finest veteran, vintage, classic and custom mudguards are made right here in WA. Michael Rock #104 and Andrew Repton #223 www.vintagesteel.com.au Ph 0497 999 011



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Club Regalia

VMCCWA REGALIA CURRENT PRICE LIST : - Regalia Officer - Andrew Hobday - 0411 358 428 (leave message) - We can walk and talk like a club, but let's look like a club, Please help Andrew out, he has a lot of stock on hand.

Hi- Viz Vest	\$20	Machine Badge	\$20	Cloth Badge	\$10
Polo Shirt	\$25	Stubbie Holders	\$5	Machine Badge	\$20
Cap	\$10	Floppy Hat	\$13	Lapel Pin	\$10 or (2 for \$15)
Beanie	\$12	Sticker/Decal	\$2 or (3 for \$5)		



Free to a good home, Sooty and Sweep puppets.... Just want them taken off my hands.

I was in the Tate Modern Gallery with a friend, and we saw a painting of a man with frizzy hair which had the name Garfunkel written underneath. My friend said "I like it but is it Art?"

I'll never forget the time my Dad caught me smoking in the garden. As a punishment, He sat me down and made me eat all 20 kippers.

I grew tired of playing the triangle in a band; It was just one ting after another.

The wife said she's leaving me because of my obsession with snooker. To be honest, I think she just needs a break.

I took two stuffed dogs to an Antiques dealer in Nedlands. "Ooh", said the dealer enthusiastically, "This is a very rare set produced by the celebrated Johns Brothers taxidermists who operated in London at the turn of the last century. Do you have any idea what they would fetch if they were in good condition?" After some time considering the question...."Sticks," said the dealer.

Whilst on the subject of taxidermists, the best advice I ever got from my old great grandfather was, "if you are ever being chased by a mob of angry taxidermists, whatever you do, don't play dead!"

I just had a nightmare that I was being attacked by a giant roll of 35mm film. It's the stuff horror movies are made of.

A footy umpire has died, after stepping out in front of a double decker bus. In fairness, He probably didn't see it.

Just found out my brother is a mime artist. He kept that quiet.

I'm on incapacity benefit claiming to be deaf. I was sent for a check up. They are crafty, they told me to close the door on my way out, but I was too smart for them. I told them to shut the bloody door themselves!

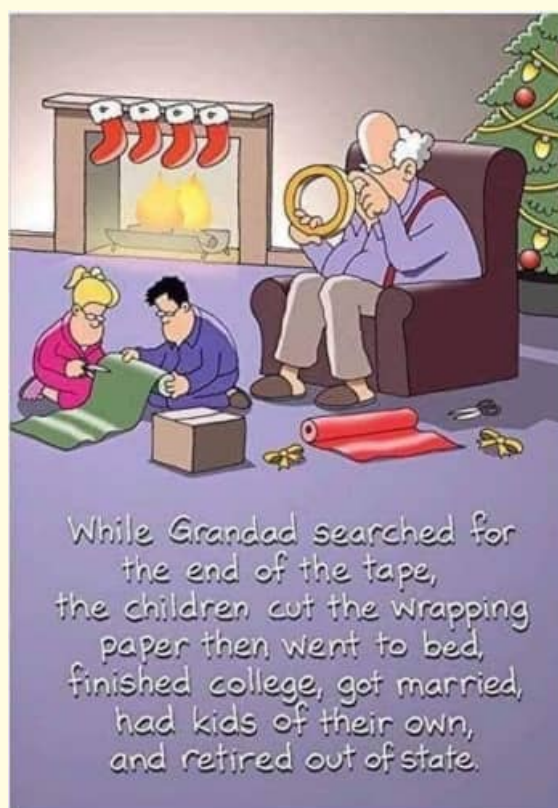
My wife is leaving me because I'm going bald...I'm not bothered, it's hair loss!

If you see a toilet in your dream, do not use it.



Above: I pay therefore I am.

Below: 1st time overseas and couldn't get my phone charger to work!





Barry White

**THE VINTAGE MOTOR CYCLE CLUB of W.A.
MEMBERSHIP RENEWAL FORM**

Surname:	First Name:
Date of Birth:	Phone #:
Email address:	Postal Address (incl postcode):
Partner/emergency contact name:	Contact's Phone #:

I agree to abide by all the Club rules and regulations and any additions that may arise from time to time.

Signature:	Date:	Membership #:
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Fees payable: please choose appropriate fee structure.

- a. You have an option to pay for a **postal** Chatter for a fee of \$40 or renew with a free **emailed** Chatter.
- b. Country memberships are for those who reside more than **100km** from the club rooms in Wattle Grove.
- c. An ASM is an Active Senior Member who is of 80 years of age or more and has been an active member of the Club for at least 15 years. Membership fee is waived but a fee is charged if you require a printed Chatter. Fees are waived for Life Members. If you are unsure what to pay, please contact the membership Secretary on Mob. 0418 212 863 or email membership@vmccwa.com

Membership fees: choose whether to have either a posted/printed Chatter or an emailed digital Chatter – please mark box as appropriate

Type	Renewal fee with Printed/Postal Chatter	Renewal with Digital/Emailed Chatter
Metro:	Renewal fee - \$85	Renewal fee - \$45
Country:	Renewal fee - \$80	Renewal fee - \$40
ASM:	Renewal fee - \$40	Renewal fee - waived
Life:	Renewal fee - waived	Renewal fee - waived

Note: To ensure your membership renewal is recorded all members must complete this form and ensure it reaches the membership secretary, this includes ASMs and Life members, even if no fees are payable. **Email:** membership@vmccwa.com

To Pay Your Subscription:

1. Online (Preferred Method) BSB: 126 547 Account 21998733. Please ensure your membership # & surname is included on online payment. Please email Membership Secretary at membership@vmccwa.com to advise that you have paid on-line and also attach a completed renewal form.
2. Cheque or money order: Pay to Treasurer, VMCC of WA, P.O. Box 858, Hillarys, WA 6923 & include renewal form.
3. Cash: can be paid at monthly meetings from August onward, with this renewal form completed in full. Retain your receipt as it is your proof of membership. Please do not send cash by mail.

Note:

Direct Deposits when made to our Bank Account must contain your Name and membership number as a reference, when paying. You must also post or email this form to the membership secretary or hand it in at a monthly meeting. Failure to do so will be considered as non-payment and no money will be refunded as we cannot verify the Payee.



VINTAGE CHATTER



DIGITAL EDITION

CONTACTS

Please remember that the Club is run *by volunteers and not by machines*. No official is paid or reimbursed for the work they do, for the Club. Your priority may not be their priority. Family/personal matters, work or business may come first. Regardless, all Club officials work hard to deliver services to members and you can be proud of them. Please treat all Club officials with respect.

POSTAL ADDRESS: P.O. Box 2268 High Wycombe, W.A. 6057

WEBSITE: www.vmccwa.com/oilyrag

THE VINTAGE CHATTER: is the official newsletter of The Vintage Motor Cycle Club of WA (Inc) A0750092T (VMCCWA). Copyright preserved except where stated.

MANAGEMENT COMMITTEE

Chair: Les Vogiatzakis - 0488915103 - les@dgas.com.au

Deputy Chair: Stephen Hills - 0413678604 - steve.mag@icloud.com

Secretary: Richard Argus - 0418 934 550 - secretary@vmccwa.com

Treasurer: Jim Douglas - 94016763 - treasurer@vmccwa.com

Communication: Murray Barnard - 0434215665 - cobrat500@gmail.com

General Committee Members: Neil Freeman - 0459888654 - vn_freeman@outlook.com, Jim McGregor - 0410 735 825 - Jim.mcgregor1958@hotmail.com, shawn Viecele - kelsarni@hotmail.com, Barry O'Byrne - 0418936254 - barryobyrne2007@yahoo.com.au

WEB & CHATTER EDITOR/DATABASE ADMINISTRATION:

Murray Barnard – 0434215665, cobrat500@gmail.com

EVENTS COORDINATOR: Stephen Hills - 0413678604 - steve.mag@icloud.com

MACHINE REGISTRATION & CONCESSIONS

Technical Sub-Committee:

Chair/Technical Advisor: Murray Barnard – 0434215665 cobrat500@gmail.com

Machine Registrar: Lat Fuller - 0468310215 - registrar@vmccwa.com

Dating Officer: Pre 1970: Maurice Glasson - 0410000617 - mvg50@bigpond.com

Dating Officer: 1970 on: Jeff Sanders - 0411750767 - sti22b@live.com.au

CMC Rep: Les Vogiatzakis - 0488915103 - les@dgas.com.au
Invigilator:

Note: **1st Time Examiners:** DoT authorised vehicle examiners are listed on the Club website - vmccwa.com/oilyrag

Front cover: *Gypsy Tour at Denmark. Pic by Jim McGregor*

Machine appraisal:

contact any of the following officials to arrange a suitable time & place for machine eligibility inspections:

Keith Weller - Bushmead - 92742476,
Greg Eastwood - Coolbinia - 0438041072,
Jim Douglas - Kallaroo - 94016763,
Maurice Glasson - Mandurah - 0410000617,
Les Vogiatzakis - Dianella - 0488915103,
Murray Barnard - Roleystone - 0434215665
Hans van Leeuwen - Mount Nasura - 0419921693
Jeff Sanders - Serpentine - 0411750767
Lynton Morgan - Albany - 0438447330
Andrew Duncan - Albany - 0428996334

OFFICIALS

Membership Secretary: Mario Cudini - 0418212863 - membership@vmccwa.com,

Assistant Membership Secretary: Mike Blake - 0404692425 - mikeblake@inet.net.au

Welfare Officer: Adrian White - 0438335563 - sheryl_w1@bigpond.com

Spares Store: Chas Bayley - 0422339693 & Bob Cary - 0447788295

Librarian: Ken Vincent - 92932093 - Assistant Librarians: Gary Tenardi & Bruce Edgar

Online Technical Library: Murray Barnard – 0434215665 cobrat500@gmail.com

Club Regalia: Andrew Hobday - 0411358428 (leave message)

Meeting Registrar/Raffles: John Voogt

Unit Caretaker/Property: Andrew Hobday - 0411358428

Tearoom: Ian Patterson

Event Backup: John Mills 0421738853 or Eric Gibbons 94961508 (when available)

Wattle Grove Clubrooms: 265 Hale Rd Wattle Grove

VMCCWA Bank Transfers to - B.O.Q. BSB – 126547 Acc - 21998733

VMCCWA (Inc) is affiliated with the Vintage Motorcycle Club of U.K. (Inc)



LIFE MEMBERS 1975 to present (Awarded for sustained service to the Club, listed in alphabetical order):

Deceased: Jack Berkshire, John Boyd, Ron Cherrington, Jim Clark, Bill Cowlin, Bert Holmes, Eric Langton, Ernie Legg, Charlie Lawson, Max Madill, Barry Makin, May Makin, Ron Morrison, Ray Oakes, John Rock, Ern Serls, Peter Stocker & Jim Wallace

Current: Paul Armstrong, Murray Barnard, Chas Bayley, Ron Chave, Norman Chester, Frank Cocks, Jack Cunningham, Rex Edmondson, Brian Lawrence, Terry McKie, John Moorehead, Bill Morrell, Shirley Morrell, Barry O'Byrne, Keith Perry, Ed Shekell, Ken Vincent, Dave Weeks, Keith Weller & Adrian White.

NEXT CHATTER: The next Chatter will be the Feb 2024 issue. Any contributions required by mid Jan 24 at the latest, thanks.



For 12 months I have been busy transcribing diaries from the 1930s, written in faded pencil in cursive script. Not an easy task. As well I have restoring old photos, researching newspapers and other sources to document in more depth the story of the WA Overlanders. In short, the WA harley-Davidson Club in 1926 sent eight sidecar outfits off on a tour of the Eastern States. At the time the roads across the continent were mere tracks and where roads existed they generally were rough and unsealed. Supplies of food, water and fuel were also hard to access.

As well as that tale of adventure the book also includes the account of the follow-up attempt at the Perth to Sydney record across the continent in 1927 by two members of the 1926 Overlanders.

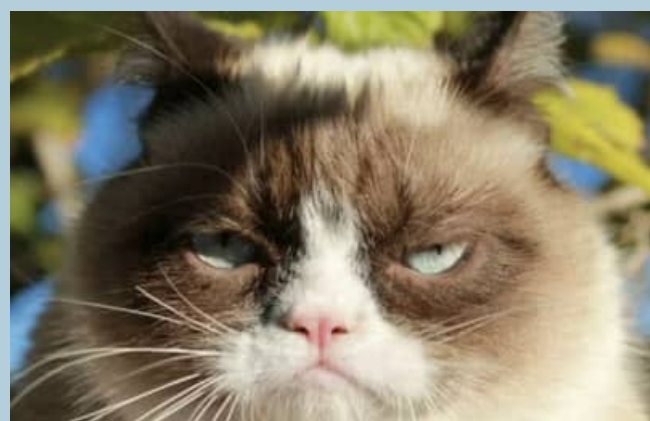
Finally the book captures some detail of the 1990 Overlanders Re-Enactment organised by Don Bowden which celebrated the achievements of the original tour party.

The book is 250pp and heavily illustrated. In final proof stage and will become available in Pdf ebook form eventually. Whether it is ever printed depends on demand, cost and interest from a publisher.

One thing the Club hasn't had is a single document showing who our Club officers have been since 1975. I have compiled the information into one chart which is now on the Club website. We have to be careful to capture our heritage and not lose it. Equally I have created a web page to honour the Club's life members. Eric Langton was the first in 1978. Details of Life members are now accessible on the website in a simple photo gallery.

The rear cover of this issue of the Chatter features an organisational chart of the VMCCWA. Thrilling, I know, but it seeks to illustrate not just our normal list of Club officers and officials; but, also the interdependencies and the variety of tasks various individuals may undertake. A Club as big as the VMCCWA is actually quite complex and volunteers often have a lot on their hands to keep it working smoothly. People interested in contributing to any of these areas of activity are invited to contact the Secretary, Richard Argus. Many hands make light work, as electricians are fond of saying.

WHY IS FRANK GRUMPY? He forgot to renew his membership by 31 December 2023! "I forgot", he said despite reminders and emails! Now Frank can't buy parts from the parts Store or borrow from the Library. Frank also doesn't get the Chatter, can't access the Club facebook pages or the website. Frank got a letter from the Department of Transport* saying his motorcycles on concession are unlicensed and he needs to pay full license. Don't be like Frank, renew early and don't risk feeling left out. Mario, our very busy membership secretary will also thank you as being quite merry over Xmas/New year he has very little time for late renewals. See renewal form on mailing slip or attached to email edition. ***Note:** Department of Transport requires advice of non-financial members within 7 days, there is no grace period for concessional vehicles.



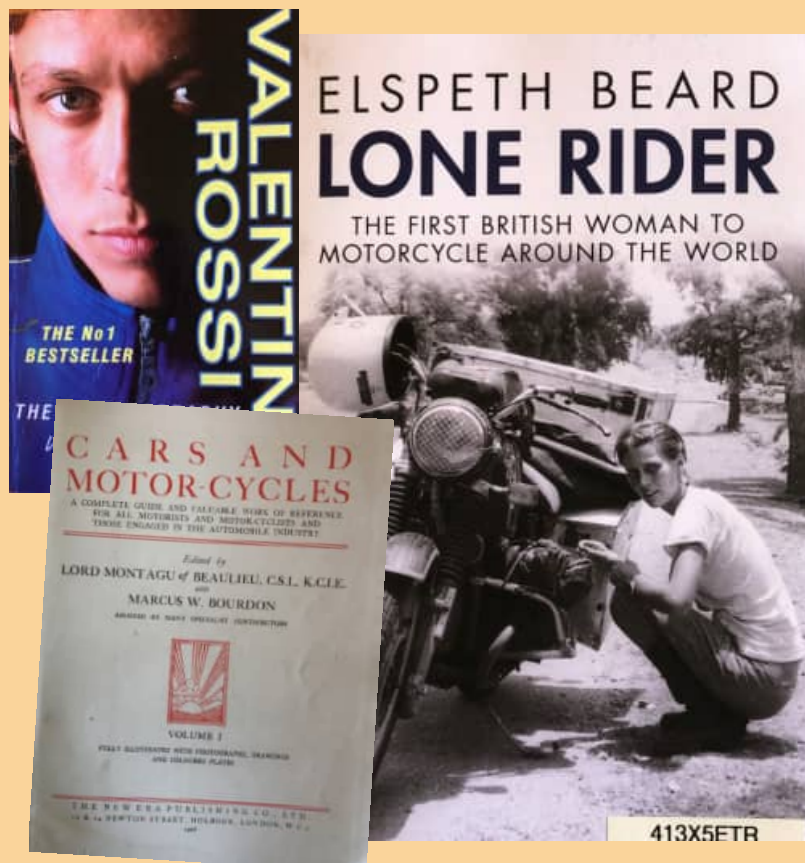
PARTS STORE XMAS CLOSURE: The parts store will be closed over the holiday season - Parts store, last day open is 11th December 2023, re-opens 15th January 2024

DECEMBER IS XMAS CHEER MONTH - LAST CHANCE TO DONATE: So folks, please give what you can. The thought of someone you'll never meet having a festive season worthy of the name should make you feel good. Non-perishable food, kids toys (don't bother with soft toys, the Charity Ride produces a truckload, literally). kids toiletries and cosmetics, the list is only limited by your imagination. Coles gift cards are especially welcome, obviously, cash is too.. And don't limit to kids stuff.

We'll have the Charity Bins at the December meeting, it's over to all of us. For those who only attend the Parts Store on Mondays, we'll have a bin there too. DIG DEEP PLEASE! *Adrian White*

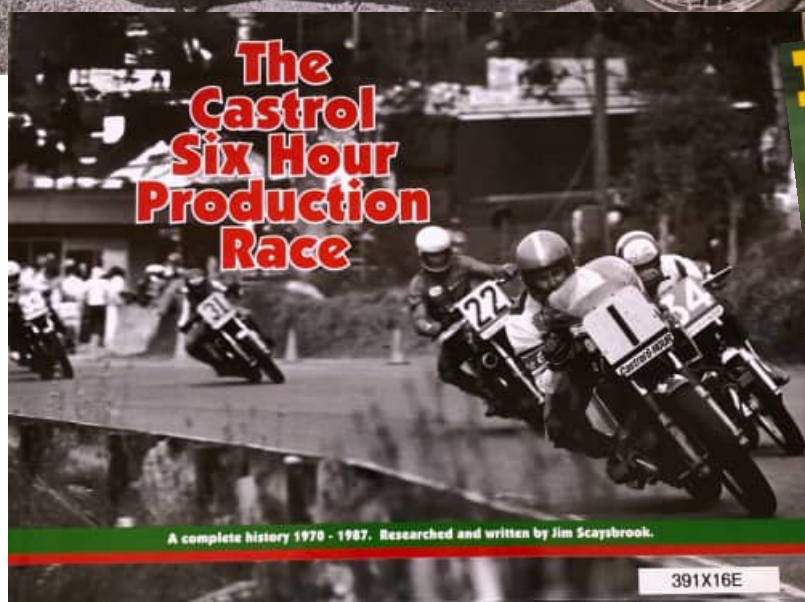
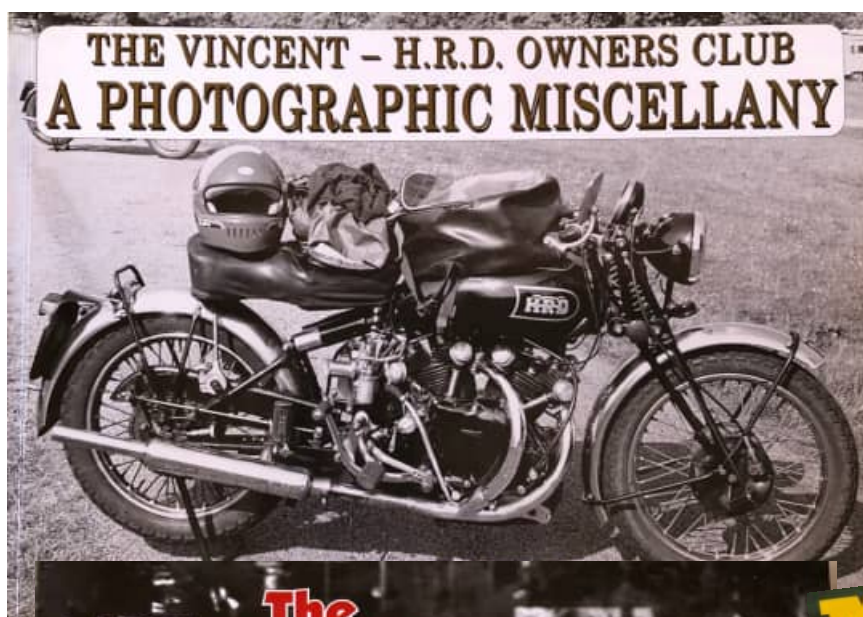


RECENT LIBRARY ACQUISITIONS



IHC 50th Anniversary Two Day Rally 9th and 10th March 2024 - open to members of approved vintage/historic motorcycle clubs. Machines ridden must be over 25 years old. Registrations (limited to 240 riders) open on the 9th of January 2024 and close on the 9th of February 2024. Definitely no entries accepted after this date, or on the day of the rally. The Information Pack is available now. Please direct any queries about the rally to Glenda Patterson on 0417018225 or Bert Sykes on 0400799947.

Ken Duperouzel was an active member of the club for many years. He was also active in the Motorcycle Racing Club for many decades. Ken sadly declined over several years suffering from dementia and faded away from Club activity as a result. My last contact with Ken was in 2013 when he regaled me about his experiences visiting the Isle of Man. Ken was a good man and a good club member. I was disturbed that he drifted away without comment or visitation from the Club. His passing was the catalyst for the proposal to have a Club Welfare Officer to help ensure ageing or ailing club members in need, were not forgotten. Adrian White accepted the role of Welfare Officer and a great job he does to this day. On Ken's passing, I asked his son Ian to consider lodging Ken's papers and motorcycle collection with the Club for preservation, as he had a wealth of material. Fortunately Ian has donated a large amount of Ken's collection to the Club and Ken Vincent picked it up and it is being sorted and assessed in the library at present. Among the material were a large number of books. A couple are highlighted on this page. *Murray Barnard*



Club Events - Stephen Hills

APPROVED CLUB EVENTS

Please note: members using 404 concessionally licensed machines can attend any of the events listed below (including monthly & section meetings) without logging their use. Members using C4C machines must log all machine use. Concessional use is only for going to and returning from an event by the most direct route, as well as participating in the event.

MONTHLY MEETING: Clubrooms - Start at 8pm, 1st Wednesday of the month. Held at 265 Hale Road, Wattle Grove.

PARTS STORE/LIBRARY: The Parts Store & Library are open Monday mornings each week - 9am-11 am (except on PHs)

SECTION MEETINGS:

Post 70s Section - 3rd Monday of each month. Clancy's Fish Pub, 51 Cantonment St, Fremantle - 6pm. Organiser: Stephen Hills

Pre31 Section - 4th Weds of the month, 7.30pm, Eric Langton Room, 265 Hale Rd, Wattle Grove (except December). - Chair: Peter Lawson - 92932093, Sec : Art Woldan - 93303264, Treasurer: Jeff Sanders - 0418 933 535. Fees payable to BSB 036-087 - Acc 778468

COFFEE RUNS: Regular weekly events: Note: may be followed by a lunch run

1. **Northern Suburbs - 10am Wednesdays** at Two Rocks Shopping Centre- Jim Douglas

2. **Eastern Suburbs - 10am Thursdays** at Bean 2 Brook Cafe , Canning Rd, Pickering Brook - Stephen Hills

3. **Southern Suburbs - 10am Fridays** - Pengo's Cafe, Shoalwater Bay. Organiser - Stephen Hills

4. **Fremantle - 9am Saturdays** - Meet at Tinsmith Cafe, 16 Stack Street Fremantle Organiser - Stephen Hills

REGULAR MONTHLY EVENT:

Classic Cars, Bikes & Coffee Display - 1st Sunday of each month. Display bikes in by 8.00 am, event is from 8.30am-10.30am in UWA carparks, 3&4 Hackett Drive Nedlands. Entry by \$5 donation to Prostate Cancer Foundation Aust.

Contact Steve Hills steve.mag@icloud.com or 0413678604

Sunday - December 3rd - Dam Early Run - Meet at Jack Healey Centre 21 Mead Street Kalamunda 7.30am Tea & coffee provided. 8.00am Take a ride around the Dams and return for a BBQ breakfast. \$10 for breakfast & refreshments. Steve Hills 0413678604

Wednesday - December 6th - Monthly Meeting at Wattle Grove - from 7 pm - Meeting at 8pm: Xmas Cheer bin - last chance.

Tuesday December 26th - Boxing Day BBQ :Self catering b.y.o breakfast. Bring your own eggs and bacon, etc.No catering. We will be at the lower weir below the Dam, Look out for the Number 1 Pump Station, Mundaring Weir Rd, next to the O'Connor museum. There is good parking and toilets/bbq's. You are invited to attend on your bike or if under the weather let the family bring you by 4 wheels. We gather at the Weir from about 7.00-7.30am and it's usually over by 10.30-11.00 in time for an afternoon nap. It's all informal, no entry fee or fixed time table. Any questions please call 0439 294 366 - Ken Vincent

Wednesday - January 3rd - Monthly Meeting at Wattle Grove - Meeting at 8pm - Bob Cary Presentation on drag racing bikes.

Sunday - January 21st - Chairman's Meet & Greet - from 9.00am. Tomato Lake Reserve Oats Street, Kewdale. Off Orrong Road. There is a cafe on site, plenty of shade and parking for motorcycles. This is a social event so if you can not ride , come by car. Contact Steve Hills 0413678604



Wednesday - February 7th - Monthly Meeting at Wattle Grove - Meeting at 8pm - Chris Cooke Presentation - on his recently restored and road licensed manx Norton.

Sunday - February 25th - Old Forkers - hosted by Pre 31 Section. 7.30 start at the clubrooms Hale Rd and return about 9.00 am for BBQ breakfast. All welcome to come on the ride or just take in the display. Bring your oldest bike. The breakfast will be a \$5.00 donation. 7.30am for 8.00am start. Enquires Ken Vincent - 9293 2093 or 0439 294 366.

Wednesday -March 6th - Monthly Meeting at Wattle Grove - Meeting at 8pm - Shawn Viecele presentation on Ambassador motorcycles

Sunday - March 17th - Old Iron Swap Meet & Display - Cannington Exhibition Centre.



VALE: OWEN PAGE - Owen Page was born 17 February 1930 and passed away at age 93 on 1 November 2023. Owen joined the VMCCWA in 1986.



This is a personal reminiscence which I found extremely difficult for me to write as Owen Page and I have been friends since the late 1970s. I consider Owen not only as a link to my past but a lovely guy who never had a bad word to say about anyone. He always was welcoming, extremely friendly and agreeable. You would never have known that in a previous life he was a bank manager; but, maybe, they are the perfect traits for such a role. He even knew my Mum because she had an account in his bank. I came to know Owen at work, when he was the bank manager for the Commonwealth bank, situated on top of the "Mad Mile" on Scarborough Beach Road, on the corner of Westview St. I didn't have an account there because I didn't have any money to make it worthwhile.

I worked in the Headquarters 5 Military District in Swan Barracks, in Francis St Perth. Previously it was known as Headquarters Western Command. My role, when I first met Owen, was a SO2 (Major equivalent) as the Military Secretary, responsible for Citizen Military Forces (CMF) and Regular Army officer employment. Obviously I did the work; but, the decisions were signed off by the Brigadier, Commander 5th Military District. Anyway, we decided to do career planning for CMF officers and I had a Major and Captain seconded to me to form a career planning team. Owen turned up as the Captain on the team. He was by then, Captain in the Pay Corps and we soon formed an effective team which gained the respect of the Senior Officers, and officers generally, around the State.

Owen was intrigued by all the different motorcycles I turned up on at the Headquarters and especially the nice new shimmering Moto Guzzi 850 le Mans I owned. Owen was a keen motorcyclist ever since his early days in the CMF when he rode Harleys in the Transport Corps but he didn't have his own bike at this stage. Sharing this love of motorcycles we formed a common bond, although I am afraid I might have upset him some times being scathing about his love of Volvos. I eventually moved on to bigger and better things; but, fondly remembered Owen and our achievements and time in the headquarters. I still caught up with Owen at times and remember visiting him in Wembley Downs and he had a small storeroom beside his carport with bits and pieces of an Indian in it. Owen fortunately had a great friend, Doug Whitehead, who restored the Indian for Owen and it became a vehicle for Owen to become a very active member of the VMCCWA. It was about this time that Owen encouraged me to join the VMCCWA as I had a swag of Panthers which were very much Club eligible.

To cut things short, Owen was a great administrator and jumped in to assist the Club in any manner he could. He was the organising Secretary for the Overlanders Re-Enactment Tour in 1990, a huge task. He helped out with Annual Inspections, events and also ran the Swap Meet for many years. Owen had a red MGA car which he loved. He also had a number of different machines over the years including a 350 AJS, a Bonneville and a Honda 400/4. Sadly, Owen lost his wife almost 20 years ago. Owen never lost interest in the Club, however, in recent years his eyesight became very bad and never improved, thus he couldn't get to meetings. He managed to live at home, on his own, in City Beach until recently which was a great achievement. I am pleased that we managed to recognise Owen's achievement last year, when we awarded him a plaque in recognition of his contribution to the Club, Owen was chuffed at the award and had it proudly on display. I will miss Owen and I won't be alone in that regard. Farewell Owen, fare thee well.

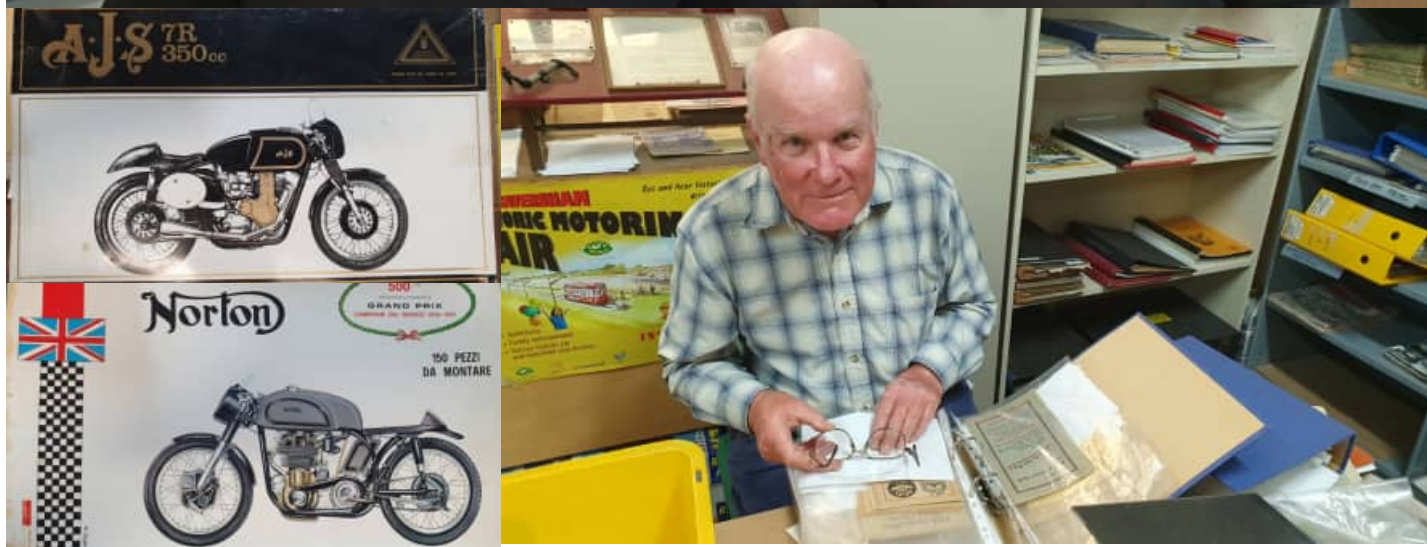
Murray Barnard





VALE: JIM FORSTER - Member #128: Sad to relate the passing of Jim Forster, a good friend of many of the older members of the club. Jim passed away after some time in care on 8 November 2023. Jim was born in October 1918 and thus achieved 105 years of age. Jim served in Papua New Guinea during the war, even servicing Kittyhawks at Milne Bay. Jim joined the VMCCWA in 1979. Jim accompanied Don Bowden on the 1990 Overlander's re-enactment on his WLA Harley .

CELEBRITY CORNER: Below: Bruce Edgar and Ken Vincent, our gallant librarians, can be seen at work. Also : Peter Rule, hard at work, classifying and archiving material from the Ken Duperouzel collection.



MODEL MAKING: Shane weller has volunteered to construct a scale model of an AJS 7R. The kit is metal and once assembled will be kept in the Club display case. Also, if time permits, a plastic kit of a Manx Norton will be assembled. Thanks Shane. These kits were donated to the Club.

Meeting Minutes

VMCCWA Monthly Meeting – 4th October 2023
Held at Wattle Grove commencing at 8 pm.

Chairman: Les Vogiatzakis, Secretary: Richard Argus
Apologies: Lat Fuller
Members Attending: - 46
Microphone Usher: - Bob Cary

1. Visitors: 7 visitors. Matt Harrington; has bikes including a 1959 Honda Cub and is looking for a pre-31 bike. Heath another new member; joined today – has a 1971 Triumph Daytona. Roy Lightfoot; has several bikes including 1963 Greeves, and an A10. Greg Armstrong; has 1964 A65, and a Harley. Steve Bull – 1976 Bonneville.

2 - Welfare report - Adrian White: #601 Chris Whisson was hospitalized for a spell but now home and going OK. Not seeking publicity. #429 Hans Van Leeuwin has had surgery for his pancreas and is recovering well.

3. –New Members applications - Mario Cudini – Membership Officer: August 2023 summary of approved applicants. 11 applicants have been approved by the board, as follows - Mark Urry, Brendan Hibbert, Greg Rowe, Karl Heckler, Ken Powell, John Lehfeldt, Heath Newsome, Michael Lang, Jeremy Atkins, Juan Rando & Doug Galbraith. Members are urged to renew their membership before the December deadline.

4. – Chairman's Report – Les Vogiatzakis: The Old Iron sub-committee are busy organising next year's event. November meeting is our AGM and the 2024 Office Bearers and general committee members will be appointed. Barry O'Byrne (life member and past Chairman) is retiring from the committee. There has been one application for a new membership of the committee. It was explained to the floor that the committee will consider bike collections for purchase; the valuation is made by a sub-committee. Members are reminded the AGM is held next meeting (1 November) and are urged to attend.

5. – Secretary's Report - Richard Argus: AGM issues - nominations received and closed for office bearers and general committee members.

Inwards Correspondence: Sherwood Strata: 4 Malcolm Rd property - Lawn mowing contractor scheduled to mow the grounds commencing 4th October. Notification of Extraordinary GM 2nd October. – unit holders to vote on approval for building alterations by Unit 5 (adjacent to our unit) and Maddington Smash Repairs. Draft minutes for EGM held on 2nd October.

Outwards Correspondence – Nil.

6. - Finance Report - Jim Douglas - Membership renewal fees are coming in. Income for September was \$3,450. Net profit for the month was \$4,703. Three bikes are listed for the ballot to be held at November meeting. Some bids have already been received.

7. - Reports.

7.1 Web, Admin & Chatter Editor & Publisher: - Murray Barnard; Communications Officer The Chatter has been published and distributed.

7.2 Library report Ken Vincent, Librarian - Ken Douerouzal (club member and also of the Motorcycle Racing Club) has donated interesting magazines and articles. Bruce Edgar to be added to the list as library assistant.

7.3 Spares report: Bob Cary, Spares September was a quiet month.

7.4 Registrar's Report: Lat Fuller Transfer from full license to 404 - BMW R65 LS, Moto Guzzi Mille GT & BSA A65 Lightning

Transfers of ownership: Norton Atlas, Triumph Model N, Triumph T120

7.5 Dating Officer's Report: Maurice Glasson: There have been 7 bikes dated for the last month - 1967 BSA A65, 1960 Triumph T120, 1914 Indian Racer, 1949 Norton Dominator 7, 1942 Harley Davidson WLA, & 1920 Ixion

7.6 CMC Member Representative: Les - Next CMC meeting is Monday 16 October, held in Eden Hill. Les welcomes interested club members to add support by attending.

7.7 Events Coordinator: Stephen Hills
Past Events: Beverley Re-enactment: There were only a few club bikes participating, but it as an enjoyable event. The starting point was Bean T Brook.
Orabandon 2023: A very enjoyable event attended by thirty riders, plus partners. A highlight was the ten intrepid riders from the Albany section who rode the round trip from Albany, and participated.
Balloted bikes: can be viewed at the Maddington unit this Saturday.

Events Future: 14 October; Capel River Classic. Colin Hankinson has organised a group to ride to Capel for the event. Contact Colin if you wish to participate.
29 October; Serpentine 50 Anniversary Fly-in. Assemble at Bean To Brook before riding to the venue.
Nov 18 & 19 ; Gypsy Tour. Attendance numbers required by Steve Hills. Albany hill climb will be held on the same date.

7.9 Regalia Report: Going steady. Replacement stock of new baseball caps is on order; the price will remain at \$10 each, until the end of this year.

8. General Business.

Adrian White reminded members that donations are being sought for the annual Christmas Cheer Bin. He suggested a Coles Gift card would be the most appropriate donation, and stuffed toys were not required.

Keith Weller displayed his 1945 single cylinder Moto Guzzi "Super Archie" to the members and provided an interesting talk about the history of the model. This machine was a survivor of Cyclone Vance. Thanks, and kudos to Keith.

9 Bits & Pieces: Chas Bayley – Club spares is holding a large surplus of parts to suit BSA "M" series. They will be sold at the Maddington unit this coming Saturday morning.
John Boltra has a 316 stainless steel rear bike rack available.
The meeting closed at 9.00 pm.

MINUTES OF ANNUAL GENERAL MEETING (AGM) OF THE VMCCWA

The 2023 AGM was held on the 1st of November 2023 at the Wattle Grove Clubrooms commencing at 8pm. Quorum achieved – 79 (including 14 proxy votes from Albany Section). Apologies: Richard Argus, Barry O'Byrne, John Moorehead, Bernard Hughes, Mike Blake, Ken Vincent, Colin Hankinson, Andy Summers. Microphone Usher: Jim McGregor. Visitors: Terry Thorn, Grant Madison, Steve Cable, B. Wilson, Terry Thom & Don Bowden.

1. Murray Barnard welcomed Don Bowden to the meeting. Don Bowden served 2 terms as Chair of the VMCCWA in the early 1990s and also chaired Pre31 in the late 1980s. Don also notably organised the Overland Tour Re-enactment in 1990 and rode around Australia in 1994 on his 1928 Ariel in aid of the Diabetes Research Foundation.

2a. Chair's address to the meeting. Les Vogiatzakis welcomed the members to the meeting and advised Murray Barnard stepping into Secretary role for tonight as Richard Argus unfortunately has covid and regrets that he is unable to attend. Ensured everyone has signed in. Stephen Hill's birthday today and the meeting cheerily congratulated him and acknowledged his questionable stated age.

2b. Minutes of the Previous AGM have been online for the past year and were published in the Vintage Chatter in 2022. There have been no comments or questions in the last 12 months in respect of the minutes. Ratification sought from the floor. Moved: John Van Bockmeer 2nd Chris Meyer.

3. Committee Annual Report –Les addressed the meeting. In general terms referred to the positive support in the Club, good to see new members joining the Club, we have a strong Committee, supported by motivated Club officials, we are positioned well for the New year.

4a. Finance Annual Report – summary – present to the meeting. Jim quoted from the Audit report re the positive standard of the club's accounting. Finance report provided which illustrated rising costs in some areas and a surplus from trading which will be invested in the Club's future fund. The Audit report is on the Club website.

4b. Secretary's report - 2023 has been a busy year; with many issues pertaining to the club unit in Malcolm Road Maddington. In May the Strata Council appointed Sherwood Strata Management (SSM) to replace ESM Strata who held the role for many years. Since SSM's appointment a fence has been approved to surround the complex. There will be gates at the western and eastern end of the street. A gardening firm has been contracted to mow and clean the grounds every month. There is much continuing correspondence, too much to relay to the meeting, but, overall it is reassuring to see so much interest from current members and potential members. Orabandon was very successful and it was pleasing to have Albany Section joining in and making it a collegiate exercise.

5. Management Committee Elections

5a. We have one retirement as an officer of the Club and that is Barry O'Byrne who is stepping down as Deputy Chair. The appreciation of the meeting for Barry's many years in the role was recorded.

5b. Election of the Office Holders of the club for the next year: We have four positions which must be filled to accord with the Association Act requirements. nominations for 2024 are: Chair - Les Vogiatzakis, Deputy Chair – Stephen Hills, Secretary - Richard Argus, Treasurer - Jim Douglas. These nominations are unopposed, so declared the nominations successful. The appreciation of the meeting was recorded.

6.a The meeting had the opportunity to determine the number of general Committee members there are for 2024. The Management Committee recommends 5. Agreement from the floor was recorded for this number.

6.b In respect of general committee members we have 4 nominations, which are, Murray Barnard, Shawn Viece, Neil Freeman and Jim McGregor. These nominations are unopposed, so I declared successful. The appreciation from the floor was recorded. Note was taken that the remaining vacancy will be considered by the Management Committee next week. Subsequent to the closing of nominations for Committee, Barry O'Byrne indicated a willingness to fill the remaining vacancy.

7. Annual reports: As reports from Club officials are quite lengthy, where available, they will be published in the next Vintage Chatter. For now a brief precis or verbal report will be provided.

Brief Reports:

Albany, Lynton Morgan reports that they have had a high participation rate during the year and a number of new members. 10 Albany members attended Orabandon and enjoyed the opportunity. The Section is running the Albany Charity Ride in December, a major achievement for the Section.

Pre-31, brief verbal report provided by Jeff Sanders. Section minutes can be seen in the Chatter.

Post 70, brief verbal report provided by Stephen Hills. 39 active members, good social activities and regular events. The Section always give a hand at events which is much appreciated.

Communication, major achievement in 2023 was assembling and putting a new Club database into effect. A big job which was achieved without interruption to club activity and which has been well received by affected officers, namely registrar, dating officers and the membership secretary. A full report will be published in the Chatter.

Membership, has been busy year with many new members with Club financial membership standing at over 626 to date. As well Mario and Cathy from their base in Kalgoorlie have been producing club badges when required. Their contribution is much appreciated.

Library, Ken advised library doing great and we have had generous donations of books and material from the estates of Ken Duperouzel and Des Phillips during the year. Thanks extended to Peter Rule and Bruce Edgar for assistance in the library

Spares. Chas Bayley provided a brief report. Maddington Unit used as overflow. Highlighted the value provided to members. Assisted by Bob Cary.

Registrar, - New 404 registration: **27** C4C registrations: **13** Transfers from full license to 404: **52** Transfer of ownership: **23**

Dating Officers:

Pre 70 - 1910's 1 bike, 1920's, 1 bike, 1930's, 3 bikes, 1940's, 9 bikes, 1950's, 8 bikes, 1960's, 5 bikes. 1970's 1 bike. By marque:

BSA 11, Triumph 4, Norton 1, Vincent 1, Ixion 1, Indian 1, BMW 1, Harley Davidson 2, Suzuki 1, Honda 1, Scott 1, Ariel 2, Panther 1.

Post 70 – busy year – 67 machines - 4 BMW's, 7 Ducati's, 5 Harley Davidson's, 16 Honda's, 11 Kawasaki's, 3 Moto Guzzi's, 3 Norton's, 3 Suzuki's, 5 Triumphs, and 10 Yamaha's.

The work by Maurice Glasson and Jeff Sanders was appreciated by the meeting.

CMC Rep – Les gave a brief report on the activity of the CMC re concessions, and thanks to John Moorehead for his support and attendance.

Welfare –brief report – in lieu of flowers we provide donations to Cancer Council, Heart Foundation, McCusker Dementia, Alzheimer's Disease Research. Total \$700. Also sent out 19 sympathy Cards. Adrians' work valuable in maintaining contact with ailing members and much appreciated by the meeting.

Events – Stephen Hill's gave a brief verbal report - standout events were the Roley TT, Jurien Bay Vincent Display Run, Whiteman Park Museum visit, Keith's BBQ and Orabandon. Gypsy Tour has good attendance already.

Regalia - Regalia sales and restocking has been steady for 2023. Price rise of \$2 for caps next year.

8. Acknowledgment was given to the work of club officials for the past year. Without Club officials attending to the day-to-day business of the Club the association would grind to a halt. None of our existing officials have indicated that they wish to step down from their roles and as such the meeting endorses their appointment for 2024.

9. Being no further business, the AGM closed at 9pm.

General Meeting:

General Meeting for November 2023 declared open.

1. Welfare report provided by Adrian White: Bruce Kerr, health issues, Owen Page –sight has not improved and is now in residential care. Xmas Cheer bin open for this meeting and the December meeting.

2. New member applications: Stephen Poole, Michael Dagless, Glen Bickley approved

3. General business:

a. Murray Barnard made a presentation to Don Bowden of the first draft of a book on the Overlanders of 1926/27. Opportunity for Don to do some proof reading! Don described how the re-enactment came about and also some of the incidents on the tour. Owen Page was organising Secretary.

b. Neil Freeman described his adventures recently on his BSA Rocket Three which then broke down outside York. Thanks expressed to Terry McKie who picked Neil and the bike up and gave them lunch. Terry lent them a bike to get home. Stephen Hills picked up the bike on the way back from the Serpentine event!

d. Bit and pieces: Chris Cooke chasing a centre stand for a Garden gate Norton.

e. Bike ballot – lots were drawn for the machines available for purchase: Suzuki A100 – won by Peter Dutton, Norton Dominator – won by Rodney Ash, BSA C15s – won by Ben Climo & Mike Holmes

f. Raffle held

g. Appreciation given to Stephen Hills for catering nibbles for the meeting.

There being no further business - Meeting closed 9.20pm

ANNUAL REPORTS

Secretary's Annual Report - Richard Argus: 2023 has been a busy year; issues pertaining to the club unit in Malcolm Road Maddington have required a large part of my time. In May the Strata Council appointed Sherwood Strata Management (SSM) to replace ESM Strata who held the role for many years. I represented the VMCC on the Strata Council. Since SSM's appointment a fence has been approved to surround the complex. There will be gates at the western and eastern end of the street. A gardening firm has been contracted to mow and clean the grounds every month. There has been a regular stream of correspondence; the main topics are events, donations of books and memorabilia, bikes for sale, joining the club, "how do I fix a problem with my bike?" and questions about concessional licencing.

The Club Committee has taken a longer-term focus on the Club and a subcommittee has been established to evaluate creating a trust fund which will identify and reserve funds, above and beyond regular admin costs, for longer terms aims such a building fund and any other amenities we may require.

The Club has several premier events on the calendar which include the Gypsy Tour, Keith's BBQ, the WA TT and Orabandon. I feel Orabandon 2023 (a three-day event in the goldfields) was a great success; it was organised by Mario and Cathy Cudini, and my wife Melissa. They were the unofficial subcommittee, and on behalf of the club I offer them a huge thank you. It was a thrill to have a contingent of ten riders from the Albany section ride from the coast to attend. The attendance from new and returning club members resulted in nearly forty people travelling to Kalgoorlie for a memorable event.

I must acknowledge my fellow committee members (the "A" team) for their ongoing support personally, and commitment to our fine club. My thanks is extended to all those who have helped keep the club active during the year, and who have been enthusiastic, positive and good company. In closing it has been a sad year with the loss of some valued Club Members. It is always a hard to say goodbye but one consolation is that they were remembered and our sincere sympathy goes out to their friends and family members. On a brighter note, we look forward to 2024 and further enjoyable rides, company and shared adventures with friends and colleagues in the Club.

Communication Officer's Annual Report - Murray Barnard:

Vintage Chatter – the Chatter has had a favourable reception in the past year having regular features such as the Motorcycle Timeline and contributions by Adrian White as Welfare Officer and also Numb Bums. A handful of contributions have been made by members which always makes for a more interesting Club magazine. I continue to jam as many colour photos in as I can having in mind costs of publication which have inevitably grown during the year. Digital distribution of the magazine continues to grow with well over 2/3rds of members subscribing to the non-print version. The digital version has a number of advantages: 1. It goes out immediately the magazine is signed off. 2. There are no print of postal charges & 3. It can have more material in it as the size of the issue is not restricted by print restrictions.

Web Presence – the Club website continues to provide a reliable service to members. Impromptu runs are logged electronically

daily which is a great advantage when the Department of Transport audits Club compliance with 404. The website also provides an archive of Chatters, meeting minutes, photos and easy access to forms and information on machine registration, dating etc. The Club has a visitors website where people can gain information on the Club and download application forms. There is also a specific website for the Old Iron Swap meet and Display as well. Facebook is a helpful facility for communicating with members and we have Facebook pages for the main club, post70s and Albany. There are facebook pages for visitors to ask questions and an Old Iron Facebook page as well. We get many enquiries through these pages.

Online Technical Library – the online technical library is massive and contains a huge amount of material on makes and models of machines as well general books on motorcycling. The site has grown quite a bit during the year and now has 3,685 in 299 categories.

Club Administration – in addition to the shared items on the Club website, a separate cloud repository is maintained for Club records. There are over 48,00 records on the online archive which cover the past two decades of the Club. These records require regular updating and backup.

Club database – a massive amount of work went into capturing the Club's old database and transferring the data into a new database. This happened in March this year. The new database has much greater flexibility and has improved our ability to manage the Club efficiently and especially to extract reports required for Department of Transport audits. It has also improved our ability to email all members.

Club Histories - Two Volumes of Club History have been completed covering 1957-2022. Another Volume on Life member profiles is nearly finished. A fourth Volume on Early WA Motorcycle History is also complete. All up about 800 pages worth.

Welfare Officer's Annual Report - Adrian White: This year the Committee agreed to raise the donation to a nominated charity, from \$50 to \$100, sent to honour deceased members. This is sent in lieu of flowers or newspaper notices. Both family and recipient appreciate this arrangement. Success of the Welfare Officer role depends on members reporting anyone needing attention. Please don't assume someone will already have done so. I'd sooner be told twice than not at all. Donations in the past year were: Cancer Council - 3, Heart Foundation - 2, McCusker Dementia - 1, Alzheimers Disease Research - 1, total cost \$700. We sent out 19 Cards (a.k.a. Gaskets. Cost of cards -\$95.

Events Coordinator Annual Report - Stephen Hills:

The Club has maintained the concept of one event on the third Sunday of every month whenever possible. Attendances have been patchy for various reasons. Events with poor attendances will be reconsidered in the future. There were; however, some standout events: Old Iron 2023 was a great event with Keith Williams as compère. Our sponsors were Shannons Insurance, Penrite Oils and Moto Max Motorcycles. Unfortunately gate takings were down on previous years. The two hall displays were fantastic with the Girder fork bikes in the smaller hall and 40's to post 70's bikes in the main hall. Other standout events were the Roley TT, Jurien Bay Vincent Display Run, Whiteman Park Museum visit, Keith's BBQ and Orabandon.

There are good numbers registered for The Gypsy Tour on November 18th-19th. Mario and Cathy Cudini have made commemorative name badges for members attending. The Old Iron 2024 Sub- Committee is well on the way with organising this event. Start clearing out your shed for the swap meet and clean the bikes for the display. We are always looking for positive feedback and ideas for future events. Don't hesitate to contact myself or the committee.

Regalia Annual Report – Andrew Hobday: Regalia sales and restocking has been steady for 2023. Always a challenge to keep prices affordable for members, while maintaining quality. Some price rises are unavoidable. Hats and Beanies have increased in recent years, but up until now we have managed to hold caps at \$10. However from beginning 2024, cap prices will go to \$12. We do not aim to make a profit on our merchandise, but do like to at least break-even on our costs. Some older stock such as winter jackets and windcheaters will not be restocked, as these have been very slow moving items. Thank you to members for supporting the club and for identifying with our club name, logo, and ethos.

Library Annual Report – Ken Vincent: The club library is doing great. Thanks to the family of Ken Duperouzal for their donation of his books and memorabilia on his racing career. Also to the donation of Des Philips books. Peter rule has done a fantastic job in organizing our magazines. There is also a constant supply of books sent down to the Albany section library. Thanks to Bruce Edgar for his help categorising books by subject. Please note let me know if there is a book you would like to see in the library and we will do our best to obtain it. Don't forget we have a photocopier for members use.

Registrar's Annual Report – Lat Fuller: The following activity took place with registrations in FY2023 to date: New 404 registration: **27** (Down by 12 from last year), C4C registrations: **13** (Up by 9 from last year), Transfers from full license to 404: **52** (Up by 22 from last year), Transfer of ownership: **23**

Dating Officer reports are summarised in the AGM Minutes. Full reports can be viewed on the Club website.

Albany Section Annual Report – Lynton Morgan: The Albany Section continues to have formal meetings on every first Thursday of the month. The meeting finalizes the Section administration the coordination of future events. The Section has a "club ride" once a month where members are encouraged to ride their concessional bikes. The ride is usually organized by an enthusiastic section member. An open invitational ride is held every Wednesday and Sunday.

October 2022. Richard Turpin, our most active senior member, run to a rustic restored homestead at Norman's Beach east of Albany.

November. Gypsy Tour. Opportunity to catch up with Perth members and host lunch at our scenic premises at Frenchman's Bay.

December. Salvation Army Charity Ride. Our biggest event for the year in terms of participants and organization, with a parade of two hundred and fifty motorcycles around Albany. With donations and the sale of commemorative badges, it's the biggest single fund raiser for the Salvo's in Albany (\$4500).

January 2023. Oldest Bike Ride. In conjunction with the Vintage & Classic Club, this ride attracted 45 riders including three veterans.

February. Ron Hawkins and I ran treasure hunt event. Riders had to use their brains instead of the throttle. Lunch and treasure enjoyed at the Chalet

March. Lloyd Elliot's Poker Run. Lloyd continues to baffle us with his allocation of the prizes.

April. Robin Webb's Sidecar run to Denmark for a pie and drinks on the bank of the Denmark river.

May David Beeck organized a ride to Geoff Osborne's beautiful property at Denmark. Geoff has a horticultural background in parks and gardens. June. Twelve riders rode to Cheyne's Beach in the most appalling conditions. An excellent BBQ and lovely outlook from Paul and Pat Armstrong's holiday home overlooking the bay.

July. A ride to Monty's leap riverside restaurant at the upper Kalgan. Our absentee host, Andrew Duncan was touring New Zealand on a KLR650.

August. Cheryl and John Northcott hosted a lunch at the Chalet after a pleasant ride out to Elleker and back to Frenchman's Bay.

September. Outlook Appreciation Tour. Ian Redman set up a ride to the Albany outlooks at Mt Clarence, Mt Melville and the Wind Farm. Finished with lunch and prizes back at the Chalet.

On the worst day in September, ten riders from Albany set out to ride to Kalgoorlie to join in the Orabandon Ride activities.

The Albany Section has had a high participation rate to all events and a good number of new members for the year to date.

Parts Store Annual Report – Chas Bayley & Bob Cary: 2023 has been a bit of a challenge. Most of the spare parts stock with wheels on takes up a lot of space and have been stored at Maddington. We seem to be selling stock at an average of \$7,000 a month. Penrite oils are very popular and the quick turn over is good. It is surprising some of the items we are able to find at times including parts that members have not even been able to find on EBay.

Bob & I are often disappointed at the attitude of some guys who think we run the spare parts store as a business and try to haggle prices down. Spares is run for the benefit of all members by unpaid volunteers for the Club. We try to keep prices at a low level. You should compare our prices with the general costs in the markets around the world. Our products just cover costs involved in procurement!

Notices

BIKES FOR SALE BY BALLOT

1. A rare enduro version. A Miaco two stroke machine which has a strong following in the off road fraternity. We believe this one to be a 250cc version Bid price \$4,000

2. a Honda XL 350. Some work required on the electrics. We have two exhaust systems for this bike. One is a heavy stainless and the other an aftermarket system. Both will go with the bike. Bid price \$2,500

3. a. Matchless G3 350. Rusty but mainly all there. Bid price \$1,500

Photos of each machine on right. Viewing can be arranged with the Parts Guys.

Register your interest for all or either of these machines at the parts Store or by email to the Treasurer, Jim Douglas.. The prices are far lower than the market would suggest. Offered to members to encourage the ownership and preservation of older machines.

The ballot will be drawn at the February 2024 General Meeting on February 7th.

JURIEN BAY RUN: Jim McGregor has confirmed with Ian Boyd a run to Jurien Bay to see his Vincents again on 27th April 2024 which is after the school holidays. Similar format to this year, riding up on the morning of Saturday 27th April, having a local lunch and dinner, visiting Vincent Museum, staying overnight and returning on the Sunday morning. Details in next Vintage Chatter or contact Jim McGregor.

ROARING TWENTIES RUN: The annual Pre31 Section Roaring 20's overnighter to Nannup, for Vintage and Veteran Motorcycles is on again for 20/21 April 2024. Departs from the South West Rail & Heritage Centre, Turner Street, Boyanup. Contact Peter Lawson for details.

ALBANY CHARITY RUN: The 37th consecutive Annual Charity Run will be held by the Albany Section of the VMCCWA on 9 December 2023. If you are in the area then this is a great event to join in. The event last year saw 280 riders and machines taking part in the run. Be in it to experience a very worthy event!



Past Events

Serpentine Airfield Fly-in. There was a good turnout from the Vintage Club. The Small Aircraft Builders Club put on a fantastic show, non stop action all day. *Stephen Hills*



Open Day at the maddington Unit



Post 70s Friday Nite Run: Kings Park to Swan Yacht Club via the leafy river suburbs. 12 riders + partners enjoyed the ride then a meal and refreshments at the Yacht Club.

Aged Care Visit A great turnout at the Baptist David Buttfield Centre 15 Nov 23. Thanks to the club members that came along and put smiles on faces. Royce Loveland, pictured at centre, below, with a picture of himself riding at the Harley Scrambles in the 50s.



Gypsy Tour



The 2023 Gypsy Tour was blessed with good weather and a good number of members attending on a variety of machines. The Metro gang stayed at the Rivermouth Caravan Park in Denmark. Saturday the Gypsy Tourers rode into Albany for the Motorcycle Extravaganza in Stirling St. Always a treat, so many different machines to look at. Some members went on the Raffle Run afterwards and Richard Argus took out 1st prize and George Loverock 2nd! Sunday, a number rode off to see the Hillclimb at Middleton Beach to start off the day. The rest of the Gypsy Tourers rode off to Bornholm to meet a sizeable number of their Albany colleagues and went on a good run to the Chainsaw Sculpture Gallery, out near Bayonet Head. After viewing the gallery the run headed off to the Albany Section Clubrooms at Little Grove to enjoy a collegiate BBQ. Thanks are extended to Stephen Hills and Lynton Morgan for organising the weekend's events, to all the participants attending the weekend event and to the Albany Section for providing the BBQ and tour of the gallery. *Pics by Murray Barnard and Jim McGregor*



The line up at Denmark, Saturday morning.







*Stirling Tce, Albany, Saturday morning.
Below: Chainsaw Gallery*



Middleton Beach Hillclimb



Little Grove BBQ:
Andrew Duncan, Lou Anderson and Trevor De Landgraft



Left: Paul Armstrong and Lloyd Elliott
Below: Lynton Morgan and Jim Douglas











Heading home.....

Chair: Lynton Morgan 0438447330, lynton.morgan@bigpond.com, Secretary: Nigel Fiander 0417997580, bluflame@bigpond.net.au, Bernie Wolfe - Roving Reporter & Peter Ogborne, Official Photographer.



Albany members please note: if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Amity Quay at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Amity Quay at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

PLEASE NOTE: Borrowing the section trailer: The section trailer may be borrowed by financial section members for transporting their motorbikes. However the trailer MAY NOT be borrowed when it is required by the Section.

ALBANY SECTION VMCCWA OCTOBER 2023 MINUTES - Chalet Little Grove 05/10/2023 7.30pm President- L MORGAN Secretary -N.FIANDER Treasurer- J.BANKS Present- Members 15, Apologies 6, Visitors Nil

CHAIRMAN'S COMMENTS: Thanks to Ian REDMAN for the Outlook Appreciation Tour. It was an excellent ride and enjoyed by all. Also to Manfred for driving the backup vehicle. 10 riders from Albany attended the Orabanda ride with members of the Perth Section. The weekend was thoroughly enjoyable and received a very positive response and great feedback to the organiser. Special thanks to Richard ARGUS. Thanks to Gaye MORGAN for organising the catering for the Chalet run on 1 October. This will become a regular run where any member can support the day. **CLUB MEMBERSHIP RENEWALS** \$40 required by 31/12/2023

PREVIOUS MINUTES: Moved: Accepted John BANKS, Seconded. Andy DUNCAN. Passed

BUSINESS ARISING FROM PREVIOUS MINUTES: Lynton MORGAN made the following comment:

1. Section members should not make representation on behalf of the Albany Section or VMCCWA. Any representation must be approved by the Management Committee via a General Meeting or at the very last, it should be put to the Management Committee before approval can be given. At this time, Mr Paul ARMSTRONG rose and gave an apology to Bill and Shirl MORRELL in the way that he had handled a situation without having prior approval of the Management Committee. He further advised that he did not intend to upset anyone and that he was sincerely regretful for what had occurred. Mr. ARMSTRONG also wanted to offer to meet with Mr. MORRELL in person if Mr MORRELL wished to discuss his concerns further and to answer any questions he may have.

2. All rides that are organised through our normal course of activities (General Meetings), the riders are expected but not compelled to make a \$1 donation. Club rides with a back-up vehicle cost \$4 to cover the fuel costs of the back-up vehicle. **CORRESPONDENCE IN:** Smoke Signal magazine (3) – circulated, Permit to Lynton concerning Christmas Pageant, Synergy and GST – Handed to Manfred for Chalet Committee, Christmas Pageant Badges and Invoice – Not yet received but on their way, Trudy POWELL RE: Combined Club ride on 07/01/2024 **CORRESPONDENCE OUT:** General Meeting Minutes, Treasurers Report and Monthly Rides emailed to Murray BARNARD and Albany Section members Moved: Accepted Arthur WUST. Seconded Ron HAWKINS. Passed

TREASURERS REPORT – John BANKS - Moved Accepted Paul ARMSTRONG, Seconded. Andy DUNCAN. Passed **MACHINE EXAMINATION:** Neil PILGRIM who is a new member had 2 x machines examined - BMW R65 & Honda XR600

GENERAL BUSINESS:

PRE 65 - Facebook Photos added by Paul ARMSTRONG. Next Pre 65 event on 22/10/2023.

GYPSY TOUR 18 & 19 NOVEMBER - Perth VMCCWA sent 5 badges for discussion. The consensus was that the badge featuring a whale was the best choice. Local Section members who are interested in participating in the Gypsy Ride on either or both days 18th and/or 19/11/2022 should contact Nigel FIANDER by 22/10/2023 to advise their intention so that a badge can be prepared. Riders wishing to complete both days should advise VMCCWA as outlined in the Chatter. Lynton to advise Steve HILLS.

Cheryl NORTCOTT is happy to organise the catering for the Gypsy Ride as has been done in previous years. Gaye MORGAN and Sue FIANDER will assist. Back-up Trailer Lou ANDERSON. There will be a fee for the woodcarving display which the Albany Section will pay.

CHAIRS - David BEECK is yet to secure the Government chairs that will replace the Albany Sections old chairs. He will advise when they can be collected. Andy DUNCAN offered a ute if required.

CHALET LAWNS: Chris PRESTCOTT and Lynton Morgan will arrange some Chalet beautification prior to the Gypsy Tour. **CHRISTMAS CHARITY RIDE:** Posters have arrived, Badges are coming. **MOTION:** Andy DUNCAN proposed that the Christmas Charity Ride Badge should increase in price from \$12 to \$15 as there had been an increase in production costs and that \$15 was a fair price to recover costs. Moved Andy DUNCAN Seconded Lou ANDERSON. Approved unanimously.

RICHARD TURPIN'S NORMANS BEACH RIDE: The ride will commence at the normal place and head along Marine Drive, Golf Links Road, Troode Street, Lower King Road, Hunton Road and rest at the ManyPeaks Recreational Hall. Once the Back-Up vehicle has arrived the riders will then head to Homestead Road and head to Norms Beach. The property is located on the left just after the Normans Beach turn off. Richard will provide tea/coffee, sausage and buns. Riders are welcome to BYO whatever they want.

ANNUAL MONTHLY CLUB RIDES: 8 October – Normans Beach – Richard TURPIN, 18-19 November – Gypsy Tour, 9 December – Charity Ride
Next Meeting – Thursday 02/11/2023 @7.30pm Little Grove Chalet. MEETING CLOSED 8.25pm.
Prepared by Nigel FIANDER – Club

Albany Matters

ALBANY SECTION VMCCWA NOVEMBER 2023 MINUTES

Chalet Little Grove 02/11/2023 7.30pm, President- L MORGAN, Secretary -N. FIANDER, Treasurer- J. BANKS
Present- Members 12, Apologies 6, Visitors Nil

CHAIRMANS COMMENTS

- Thanks to Richard TURPIN and his son Brett, for the Normans Beach Ride. It was an excellent ride and enjoyed by all. Also to Paul ARMSTRONG for driving the backup vehicle.
- Chalet Lawns were mowed by Chris PRESCOTT. Thankyou.
- Thanks to Ellie BITTNER for the fantastic catering provided for the Chalet Ride on 22/10/2023.

• CLUB MEMBERSHIP RENEWALS \$40 required by 31/12/2023
PREVIOUS MINUTES - Moved: Accepted Andy DUNCAN, Seconded. Ian REDMAN. Passed
BUSINESS ARISING FROM PREVIOUS MINUTES

GYPSY TOUR - Badges for Albany members have been made.
CHAIRS – David Beeck will pick up the chairs on Monday 6th November. Assistance will be provided by Andy, Ian, John and other Volunteers to check/clean the chairs. 35-40 will be collected.

CORRESPONDENCE: Moved: Accepted Phil RAMSDEN.
Seconded Lou ANDERSON. Passed
IN

- Smoke Signal magazine – circulated
- Synergy Account – Handed to Bernie for Chalet Committee.
- Christmas Lunch Invitation – Email Attached. Members showed interest. Names required by 15/11/2023. Will be discussed at rides.

OUT

- General Meeting Minutes, Treasurers Report and Monthly Rides emailed to Murray

BARNARD and Albany Section members

TREASURERS REPORT – John BANKS

- Full report attached.

Moved Accepted Bernie WOLFE, Seconded. Ian REDMAN.
Passed

LIBRARY - Nil.

MACHINE EXAMINATION - Nil

GENERAL BUSINESS

GYPSEY TOUR 18th & 19th NOVEMBER

- Badges have been made. Catering: \$500 available for catering.
- Invoices required to account for the distribution of funds and to receive reimbursements. At this stage volunteers for catering are John & Cheryl NORTHCOTT, Gaye MORGAN, Sue FIANDER, Pat ARMSTRONG and Graham WROTH. Meeting of caterers proposed for 2.00pm on Saturday 4th November at the Chalet. The Gypsy Tour. (Ex Steve HILLS) Approx. 32 members from Perth. 18th November, 08:30am riders will leave Denmark from the Denmark Rivermouth Caravan Park and travelling to the Motorcycle Extravaganza in Albany. Albany Section members welcome. 19th November. Meet Albany Section members at Bornholm to travel to wood carving (11:15am). Some members will travel to the Hill Climb to look at the event. Lunch at the Chalet at 12:30pm. Backup Trailer Lou ANDERSON

CHRISTMAS CHARITY RIDE

Badges will be sold at the Motorcycle Extravaganza on 18th November. Posters – Several members have been distributing posters for the Christmas Charity Ride. Albany Advertiser wishes to do a story on the event. (Lynton)

- Insurance- Lynton to get a copy of the Insurance certificate to the Shire. Meeting with Collette from Salvation Army (Lynton). Notices to community required (Collette & Lynton). Information will be provided at Weekly rides to obtain volunteers to assist with the management of the event.

ANNUAL MONTHLY RIDES 2023-2024

- 18-19th November – Gypsy Tour
- 9th December – Charity Ride
- January 7th – Oldest Bike Ride with Albany Vintage and Classic Motorcycle Club.
- February – Treasure Hunt
- CAMBODIA FUND RAISER
- Ian REDMAN discussed the possibility of a ride. He had contacted Cherie and Dave HUGHES.

For future discussion.

Lou ANDERSON provided a reflection of the book "Around the World In 80 Weeks". In 1959 an Austin Healey was driven around the world and visited his childhood farm in Broomehill.

Next Meeting – Thursday 07/12/2023 @7.30pm Little Grove Chalet. MEETING CLOSED 8.40pm. Minutes prepared by Nigel FIANDER – Club Secretary

Pre 31 Section

VMCCWA Pre 31 Section - Meeting No. 432 - 27- 09 - 2023 -
Opened at 7.30 pm Venue, Eric Langton Room, Hale Road, Wattle Grove

Chaired by Peter Lawson: Members Present Greg Boothey, Greg Hughes, Peter Lawson, Jeff Lindley, Jeff Sanders, Gary Tenardi, Ken Vincent, Art Woldan Apologies Roger Bowen Visitors nil New Members nil

Minutes of Previous Meeting Emailed by Art Woldan.

Accepted, Greg Hughes Seconded, Jeff Sanders

Business Arising from Previous Minutes

The August minutes said the Vintage Car Club charged a hall hire fee of \$55 for the Foundation Day Event, but it was actually for the Old Forkers Event.

Correspondence nil

Financial Report Submitted by Jeff Sanders.

The Westpac account had \$3083.57 on August 25th and \$3049.72 on September 26th, for a reduction of \$33.85. This

was the net result of deposits and expenses from the Beverley Re-Enactment. There is still a \$100 payment required to the Beverley Mens Shed, and an estimated \$45 for engraving the Beverley Trophy. Accepted, Greg Boothey Seconded, Art Woldan



Business Arising from the Financial Report nil
General Business

To improve attendance at Pre 31 Section meetings Greg Hughes proposed opening the Spares Room before the meetings. This will be raised with the VMCCWA Committee. Also, to improve attendance at the main meetings it was mentioned that they could be held during the day on a Saturday or Sunday, but it was observed that this would interfere with members' work. This led to a discussion about the general lack of attendance at events and runs. It was also noted that some events have evolved into social meetings at cafes. Specifically for the Pre 31 Section, it was suggested that a meeting could be held where non-Pre 31 members can be invited to ride veteran and vintage bikes. However, it was mentioned that if someone shows an interest in purchasing a veteran or vintage bike they're difficult to obtain.

Bits & Pieces

- Gary Tenardi showed a photo of a crack in his 1935 Ariel crankcase.
- Ken Vincent showed square clutch corks he stamped out from a rubberized cork sheet. He also showed a rare bevel gear for a BTH magneto that he obtained from Sweden.
- Jeff Lindley showed a four-valve head from his 1934 Royal Enfield. On the Beverley Run an intake valve fault and a loose valve guide caused the bike to run intermittently.
- Greg Hughes showed a tool box he has available that is thought to be from a BSA. He also showed a clutch push rod and some cam followers.
- Greg Boothey showed an Amac TT carburetor he purchased from the UK on eBay and the turmoil that involved. It was meant to be shipped by Global Shipping Services from the UK but they refused because at one time it had petrol in it. Eventually the carb reappeared on eBay and Greg was able to receive it by shipping it another way. After this experience Greg commented that Global Shipping Services are also expensive.

Closed at 9.20pm

VMCCWA Pre 31 Section Meeting No. 433 25-10 – 2023

Opened at 7.30 pm, Venue, Eric Langton Room, Hale Road, Wattle Grove. Chaired by Peter Lawson

Members Present Greg Boothey, Nat Brazzalotto, Greg Hughes, Peter Lawson, Jeff Lindley, Brian Rodwell, Gary Tenardi, Ken Vincent, Art Woldan Apologies Jeff Sanders, Tony Southall Visitors nil, New Members nil

Minutes of Previous Meeting Emailed by Art Woldan.

Accepted, Greg Boothey, Seconded, Jeff Lindley

Business Arising from the Previous Minutes

The notice about the Old Hotel Run to Spencers Brook Tavern that was emailed with the previous minutes showed two dates but a subsequent notice corrected this.

Correspondence nil

Financial Report Submitted by Jeff Sanders and read by Ken Vincent because Jeff couldn't attend. The Westpac account had \$3049.72 on September 26th and \$3039.92 on October 25th, for a reduction of \$9.80. The \$9.80 was for meeting beverages and biscuits. \$100 will be paid to the Beverley Mens Shed for their assistance during the Beverley Re-Enactment, when their bank account details are received. There is an anticipated expenditure of about \$500 for the Christmas function, and approximately \$20 for beverages and biscuits for two meetings. Accepted, Peter Lawson,

Seconded, Brian Rodwell

Business Arising from the Financial Report nil

Past Events

- 14 - 10, Rustic Off Road Rally at Capel, by the IHC
- 15 - 10, Golden Ponds Bike and Car Display, by the Heritage and Indian Motorcycle Clubs, in aid of Telethon. Several commented that there were many classic bikes and cars on show, and plenty of shade trees.
- 22 - 10, Swap Meet by the Veteran & Classic Car Club at Dogs West Hall, Southern River. Greg Hughes said he attended and purchased and sold some items.

Future Events

- 29 - 10, BMEC Concours, by the British Motorcycle Enthusiasts Club, at Mussel Pool, Whiteman Park.
- 18 & 19 - 11, Gypsy Tour, details in the *Chatter*• 18 & 19 - 11, Albany Hill Climb, by the Albany Vintage & Classic Motorcycle Club.
- 22 - 11, Pre 31 Christmas Dinner at the Rose & Crown Hotel, Guildford. Peter Lawson has booked a table for ten.
- 26 - 11, Old Hotel Run, by Jeff Sanders. The run will start at the Clubrooms and go to the Spencers Brook Tavern.
- 03 - 12, Dam Early Run, details in the *Chatter*• 26 - 12, Boxing Day Breakfast, by Ken Vincent. BYO breakfast!

Business Arising from Events

It was mentioned that the *Chatter* shows the VMCCWA meetings now start at 7.00pm. *Ed. Actually, open at 7pm* Greg Boothey said the Upper Capel Road will be closed for construction during the forthcoming Roaring 20's Event but he's going to see if it will be possible to use it for the Event.

General Business

It was suggested K & D Chrome has ceased trading, and that it is becoming difficult to obtain quality chroming anywhere in Australia. A photo was passed around from Ken Terry of the first modern Beverley. Re-Enactment taken in 1985 at the Toodyay Ampol. Ken Vincent will archive the photo.

Bits & Pieces

- Brian Rodwell showed a full length leather riding coat and he donated it to the Roaring 20's raffle. Thanks were expressed to Brian. Brian also showed some 1924 AJS parts, and a photo of a 1926 250cc side-valve Matchless he's working on.
- Greg Hughes showed a petrol tank for a 441cc BSA Victor he has available. Greg also showed a large spanner and springs, a wick holder for a lamp, and some Ariel spare parts.
- Peter Lawson showed a chain guard he made for his Sunbeam.
- Gary Tenardi showed a fish tail silencer he made for Greg Boothey's Norton.
- Jeff Lindley showed a tool for preparing the grinding stones used for valve facing.
- Ken Vincent showed a book he purchased when he was in the U.K. for £10. Its title is *Cars and Motorcycles, Volume 1*, published in 1928 by New Era Publishing and edited by Lord Montagu Beaulieu and Marcus Boardon. It has extensive information and detailed illustrations. Ken read a passage from it about a BSA Sloper that the book said had "a modern efficient engine", which would have been true at the time. Ken will keep the book in the VMCCWA Library.

Closed at 8.30pm

From Big Bang to Big Bangers - Part 10 - 1903 Cont'd

Brought to you with evident joy for all things motorcycle by my fellow internet colleague & virtual friend, Dave Richmond, who lives in the South Island of the UK (the Isle of Wight). Dave has kindly shared his timeline of motorcycles with us. Dave spent many years on the staff of "The Motor Cycle." Dave and I are collaborating in our spare time on a comprehensive A-Z of motorcycles which can be seen online at ozebook.com/wpaz: *Murray Barnard*

IT WAS A NOTEWORTHY year for motor cycling in the USA. William Harley and Arthur Davidson produced a 3hp motorcycle and sold it to an old schoolmate; Indian chief engineer - Oscar Hedstrom set a motorcycle speed record of 56mph over a measured mile at Daytona Beach; Reading-Standard made Thor-engined Indian clones. A year after making his first motor cycle Glenn Curtiss rode a Curtiss to victory in the first American hillclimb; then, at Providence, Rhode Island, he set a flying-mile single-cylinder record at 63.8mph; this is generally accepted as the first motor cycle world speed record.



Above: Walter Davidson, first president of Harley Davidson, with the company's first bike.



Above: Oscar Hedstrom rode an Indian into the record books at Ormond Beach, covering a mile in 1min 3.2sec.

RIGHTLY PREDICTING that the car market would far outgrow the motorcycle market, Temple Press relaunched its new motor cycling magazine as *The Motor* (on 28 January). This left the growing band of

motorised bicycle obsessives without a magazine of their own, but not for long. THE FIRST ISSUE of *The Motor Cycle*, published by Illife Press, was launched on 1 April 1903.



(Note: a full copy of this issue can be viewed in the VMCCWA online Technical Library)

The Motor Cycle was published for 80 years; later known as the Blue 'Un when it adopted a blue masthead. For 60 years the pages of The Blue 'Un were graced by glorious prose courtesy of the Rev BH Davies, who used the nom de plume Ixion. In these days of media overload is hard to comprehend the esteem in which Ixion was held by generations of enthusiasts.



GEORGE WYMAN MADE the first motorised crossing of the USA on a 1½hp

200cc California. The trip from San Francisco to New York took him 50 days, including a five- day break in Chicago while he waited for a replacement crank (he later wrote of Chicago's "insect-infested hotels, drunken citizens and shady merchants"). Inevitably Wyman had to make running repairs; as he neared the end of the trip the California began to disintegrate. He later admitted that he "felt like shooting his mount full of holes and abandoning it". Eventually the engine was beyond repair. Wyman was a champion bicycle racer—his exploits included cycling round the coast of Australia."



Below: Mr Edward Kennard JP on his Clyde, demonstrating the ease with which a motor cycle may be ridden." Or, to put it another way, Eddie showing off to his mates.



ACCORDING TO A CONTEMPORARY newspaper: “The astonishing speed of a mile a minute was attained by Cissac, the French rider, on the Buffalo track, Paris, recently, under circumstances which are somewhat amusing. Marius Thé, the wonderful successful motor cyclist, was defeated by Cissac in a race for motor bicycles, but, feeling dissatisfied, straight away issued a challenge to all and sundry.



Above: Marius Thé, “the wonderful successful motor cyclist”, pictured at Parc des Princes aboard a two-litre Buchet pacer.

On the following day, while he was enjoying an after-dinner siesta, Cissac burst into his apartment, and, throwing 200 francs on the table, exclaimed, “I’ll take you on. Cover my money. We will run the race now, within 10 minutes.” He was not prepared just then, but Anzani, another rider, obtained permission from Thé to use his motor bicycle, covered the deposits, and the combatants forthwith adjourned to the Buffalo track, followed by an excited throng, amongst whom was Major Taylor. Sixteen horse-power motors were used.

A terrific pace was set, the spectators, Major Taylor especially, becoming wildly excited. After a few laps had been run, Anzani, seeing his opportunity, shot down in front of Cissac, who in turn was obliged to go up the banking;

Then he let his engine out, and covered three miles in 3min 11 sec, eventually winning the match. After claiming the 400 francs, he and his friends repaired to a cafe, where he regaled them with champagne.

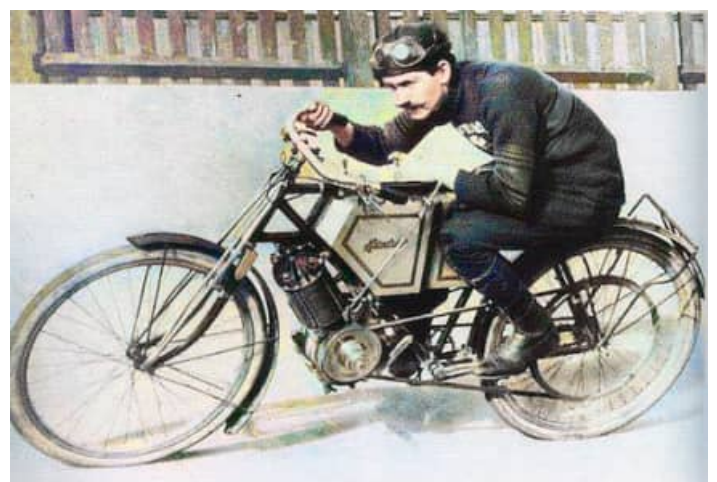
“WE THINK THAT motor cycle manufacturers should be careful into whose hands they place their racing machines, and if they allow powerful engines to be taken on the road they should see that they are fitted with silencers. While out last week end in the suburbs we met more than one maker’s amateur in full career, whose method of progression and governing or control of the machine consisted of switching on and off. Four reports similar to those produced by railway fog signals were sufficient to carry one of them through a crowd of people coming out of church, and the audible remarks passed on motor cycling were not by any means calculated to improve the welfare of the sport. If these men must take path racers on the road their employers should see that before being used for such a purpose they are fitted with silencers. There is nothing particularly heroic in scattering a congregation by means of a succession of rapid reports, and then switching off and on again.”

French engineers Edmond Fouché and Charles Picard developed oxygen-acetylene welding.



Crundall’s Humber (above) was on winning form at Canning Town (the sloper engine was made under licence from Phelon & Moore). The Motor Cycle proclaimed: “At the present moment JF Crundall is certainly the crack motor cyclist of the hour. His recent splendid performance at the Canning Town track is little short of marvellous. If the tyres on his racing motor cycle will last through an hour’s trial, Crundall, we feel sure, can put the record for the hour at over fifty miles at any moment.”

HARRY MARTIN’S SUCCESS—against French and Belgian aces as well as his fellow Brits—earned him the nickname ‘The British Bullet’. He was the first rider to exceed 60 mph on a flying kilometre (at the Phoenix Park Speed Trials in Dublin on a 2¾hp Excelsior). He did it again at the Gordon Bennett Speed Trials. Then he set a flying mile record of 58.5sec at Canning Town, where he also set a standing-start mile record of 1min 24.4sec. The Excelsior he rode at Canning Town featured the 8hp, 600cc MMC developed from the de Dion design.



HAROLD ‘OILY’ Karslake built his dream bike, sourcing bits from chums and adverts in The Motor Cycle. A few years later he named the beast after Britain’s revolutionary battleship: Dreadnought. The frame was ex-Quadrant with a 3½hp MMC engine built to power a BAT trike. It dispensed with pedals; Oily later fitted a two-speed NSU transmission. Dreadnought had a successful career in various competitions and was first bike away in the first London-Brighton Pioneer Run in 1930 ridden by

George Brough. Oily bequeathed her to the Vintage MCC and she's still ridden to Brighton every year by VMCC members.



Dreadnought could cruise at 40mph. Oily Karlake rode her to victory in dozens of long-distance trials; by 1911 they'd done about 70,000 miles together; the old girl was still competing in the 1940s.



"WHIT WEEK AND NOTHING BUT a push bicycle to ride! Confound that enthusiastic novice who would insist on purchasing my motor bicycle just before the holidays. And doubly confound that kind friend who glibly promised to put a machine at my service, and as readily forgot all about it apparently. But stay! A ring at the entrance bell! The maid announces, 'Please, sir, a dustman wants to see you in the hall!' 'Dustman!' This is not the Christmas-box season—what can be his business, pray? Upon going forward—Ha! ha!! ha!!! so much for motoring togs—the alleged 'dustman' proves to be my worthy friend, who, as good as his word, has brought over his machine for my use for this day only, while he proposes occupying, for a change, a snug seat in the tonneau of a relative's car. Good boy! I give him a hearty reception, a modest amount of liquid refreshment, and, after listening patiently to his numerous instructions upon this, that, and the other about this particular motor bicycle, I lend him my wife's machine to ride back home on—for I am a reciprocal soul, mind you—and an incongruous spectacle he presents in all conscience pedalling away in his leather rig-out upon a lady's machine. But, bless you! being a motor fiend his appearance is absolutely nothing to him—a sad state of things truly. Petrol is so demoralising. Before starting out I go over the points of the machine. which is practically new. The engine is a 2hp Minerva, with, of course, the mechanically operated inlet valve; wheels, 26in, with Clipper-Continental tyres; 24in frame; wide mudguards with forward extension piece over front wheel. duplex front forks; twisted belt; Bowden band brake on front wheel, and a back-pedalling 'any point' band brake on rear wheel. Now, I am particularly partial to band brakes, but not when operated by back pedalling. I think it much more comfortable and convenient to be able when riding to swing

one's feet into any position either backward or forward at will without thinking of the brake.

In addition to which one is always able to dismount by the pedal without fear of jamming the brake on hard and skidding the wheel, to the detriment of the tyre, which can, easily happen. I have seen many an awkward scrambling fall this way, and on one occasion I remember the rider left a portion of his facial cuticle upon the granite kerb. However, we all have our fads and fancies—fortunately so, perhaps. Everything about the machine appears to be in perfect trim. My friend has assured me the accumulator is freshly charged, the petrol tank is full, as the float rod indicates, and there are numerous spare parts in the toolbag; so I don my coat and gloves and set forth cheerily. Except for a dust-laden wind, the weather is perfect, the sun shining brightly and roads in good order. With switch handle screwed home, connecting plug firmly in position, and throttle open, at the second stroke of the pedals the bicycle commences to fire feebly, although I have not yet touched the lever retarding the spark and actuating the exhaust valve lifter. This indicates a need of adjustment, as it is not a well-regulated exhaust lift that allows sufficient compression in the cylinder to enable a charge to fire even feebly with lever right over. I dismount and tinker with this somewhat, but am unable to obtain complete satisfaction. Remounting, in a few minutes I quickly clear the tram terminus at Purley, and bowl along at an enjoyable speed towards Foxley Hatch, at one time one of the most lovely specimens of Surrey scenery, but now, alas! the undulating upland pastures are dotted with numerous villas. But the Philistine builder has been less unkind than usual, and a certain daintiness hovers o'er the place even now. Picking my way at half speed through the new patches of stones, a turn to the right brings Wallington—the home of sweet lavender—into view. Unfortunately, having omitted to advise the good folks of my intended visit, I find the prevalent odour to be that of fish manure; but let us not be unduly critical, or people may object to the smell of burnt oil. A fine run down past the station, through winding lanes, past the Hackbridge Dogs' Home (would that every dog were there), and past Mitcham golf links, leaving, sundry agitated persons in red coats busily occupied in raking among the furze with hockey sticks for mushrooms.



More mazy turnings, round some of which awkward contremeps are narrowly escaped owing to the incapacity of the holiday bikist and my inaptitude with the Bowden brake lever which is on the left hand, and unusual with me. Meanwhile, the little engine throbs contentedly along at moderate speed, the spray carburetter exhibiting a commendable attention to business. 'The George' at Morden. In obedience to the 'advance spark' my steed dashes away at an exhilarating speed, and my eyes stream with water owing to the pace and strong wind; but the goggles have been left behind, so this inconvenience must be borne. Through the Splash. Easy now! The 'Spring at Ewell'. A detour via Hook taking en route the 'splash' which crosses the road at an abrupt turn. Two cyclists call out to me, 'Go ahead! the splash is nearly dry,' Spoofed! I rush forward to find I am plunging through at least a foot of water. which cascades all over me and the machine, while those unveracious cyclists grin hugely. Pushing forward at full speed in order to top the steep hill before me, my mount here proves its climbing capabilities, surmounting the brow without assistance from the pedals and with very slight retarding of the ignition. The road becomes somewhat bumpy, and an unpleasant clang-clang in the tank commences to get on my nerves. Now people are apt to think that, because a motor bicycle is by nature noisy, a little clattering and banging about of the accessories can make little or no difference to the comfort of the rider. In my case, while I absolutely enjoy the " 'purr' of the engine, any noise, such as a commutator rod rattling against the tank, or the accumulator jumping about, is as irritating to my nerves as the sight of the tax collector.

I find the clanging' in question proceeds from the float in the petrol tank washing about and knocking against the sides. This is not only damaging to the float itself, but is likely to cause a leak sooner or later. A little thought, and I improvise a simple cure by passing a short piece of butt-ended spoke which I find in my toolbag down the top of the projecting float rod; when the cap is screwed on the float is held firmly down and the noise ceases. Through Claygate—aptly named—and out by 'The Bear' at Esher on the Portsmouth Road. My ride so far has been a somewhat lonely one, but I find the famous highway alive with cyclists, motor bicycles, and cars galore. Beyond Esher Hill I essay putting a charge of lubricating oil from the oil tank into the crank case; but the pump, fitted with a 'two-way' tap is fixed on the seat-post tube under my left thigh where it is almost out of my reach and quite out of sight, so I merely succeed in getting my hand smeared with oil. I dismount and inject the necessary charge of lubricant into the engine. The union of the pump tubes is a somewhat bad fit, and a lot of the oil exudes and makes an unsightly mess on the frame and mudguards; but this is a detail. 'Horseshoe Clump', 'Fair Mile', 'Cobham', and likewise 'Pain's Hill' are negotiated in style, the engine responding to every touch of the levers in a most admirable manner, and I congratulate myself upon my freedom from trouble and worry—two commodities not unknown to the motor cyclist, especially when out on a strange machine. Flying down the road near Wisley Hut, there is a sudden cessation of the explosions, and with some amount of interest I search systematically for my steed's sudden ailment. M'yes! compression good, therefore nothing wrong with valves! Carburetter floods readily by agitating float—not choked evidently. Hullo! no spark at trembler, and naturally enough, for the wire is broken away from a terminal. To remedy this is easy, so I am away again. The famous Ripley—with its discreditable police trap—is now at hand, so I steady down to walking pace, as do also two cars just ahead of me. As we cross the bridge into the village, a police officer, clad in plain clothes and equally plain foot

gear, is seen standing with Waterbury (watch) in hand, and there is doubtless a constable hiding at the other end of the village. But the 176 yards of measured road have no attractions for us just now, and we pass the watchman at 1mph, ironically saluting, while anxiously enquiring the exact time of day. Strange that we, a spirited, self-governed people, pay the police thus to waste their time.

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Head Office: Waterbury Watch (Sales) Co. Ltd., 7, Snow Hill, London, E.C.



Away from this unpleasant scene, and out on the open highway towards Guildford. The pace increases, the cars disappear ahead, and I am over-taken by a morocco-bound, begoggled effigy. The scarecrow one and I fraternise and exchange criticisms on motor matters until, becoming impatient, he leaves me. Guildford, with its old-fashioned gabled shops and overhanging clock, is reached, and halfway down the steep descent I halt for a light lunch. I stay sufficiently long for my engine to cool thoroughly—so much so that I find my piston stuck fast on attempting to restart. A drop of paraffin, of course, will remedy this at once; but where is the necessary aperture for injection? Missing! What an oversight! True, I can take out the sparking plug or plug bolt in the top of the head, but what an unnecessary nuisance. The plug, however, is removed and replaced, and I start back towards London, branching off to the right when clear of the 'kidneys'. for 'Morrow', the 'Clandons' and 'Horsley'. Hereabouts my belt is slipping badly, and the engine is racing in consequence on some of the steep shoots, so I run the belt off the pulleys and give it a twist or two; but getting it on again is a matter of considerable difficulty, for the stays are built so close to the rim there is no room for the belt to run on at the top in the usual way, and it cannot be got on the bottom because machine will not wheel backwards owing to the back-pedalling brake. However, without loosening the back wheel axle nuts or disconnecting the brake, I

manage to force the thing on, although in doing so I notice the engine is forced out of position to one side. Examination shows the clamp nuts to be very loose, so these are tightened up to avoid further trouble. I also find the oil feed pipe leading from the oil pump to the crank case is actually touching the belt, and as the said pipe is smothered with leaking oil, of course the belt gets liberally anointed also, so this pipe is bent back out of the way.

A wild rush down Bookham Hill, a steady climb through Leatherhead, and over Ashted Common Hill like a bird, to the unconcealed envy of the occupants of two low-powered cars which are scrunching up laboriously. There is no mistake about it—a car for comfort perhaps, but a bicycle for speed and climbing.

On Earlswood switchback my trusty engine falls unaccountably weak, though firing regularly, and I pedal frantically in order to surmount the first rise. Once over the brow it gathers speed, but at the next incline falls away to stalking pace, and then stops exhausted. This is puzzling. I pronounce a benediction and investigate. Here is the cause right under my nose—the plug in the top of cylinder has jarred loose, and can be turned with the fingers. The spanner is a bad fit but I manage to tighten the nut, and the engine starts up as strongly as ever. A swoop round Gatton Corner, and the engine again stops suddenly. No need to search for the cause this time, for there is the high tension wire which has come adrift from the coil, dangling on the hot engine. Faugh! An easy repair, so on past the Feathers at Merstham, travelling well, picking up en route a facetious youth on a 3hp mount who enquires if I want 'sewing up'. An affirmative reply sets him swooping ahead over the hill, but to his chagrin I overhaul him on the run down to the 'Old Man's' at Coulsdon, which should not be surely, yet he is 'all out'. A teeth-chattering ride along Smitham Bottom, once more I hear the 'ding-dong' of the electric Juggernauts at Purley Corner, and so home.

Analysing my day's experiences, I index the following for reference: That an exhaust lift actuated by a Bowden wire from the handle-bar, so that the valve can really be lifted to its full

extent independently of the spark lever, is a *sine qua non*. That the place for an oil pump is forward, where you can both see and reach it comfortably. That wire ends at terminals should be neatly twisted, soldered with resin flux (not spirits), and held with two nuts. That Hooydonk's paraffin injector valve, or some other provision for the same purpose, is indispensable. That I have no use for back-peddalling brakes, which do not permit the machine to be wheeled backwards. And that, above all, motor cycling is the thing. All of which, of course, I knew before."



Through the South-West by Motorcycle – January 1927

PINGELLY RIDERS EXPERIENCE AN ADVENTUROUS TRIP.

(By Robin Hewitt - edited by Murray Barnard)

There were six of us—Laurie Watson, Geo. Curtis, Arthur Duncan, Nat Chandler, Stan Sims and myself—and we thought we would take a trip into the wilds to blow the cobwebs of 1926 away. Where we were to go had been discussed long and earnestly: the delights of Perth had been weighed with the attractions of Albany: the faded glory of the Goldfields had been compared with the verdure of the South-West: the Porongorups, Mundaring, the Caves—all had been searchingly debated, and it was not till close on New Year's Eve that the vexed question had been settled—the South-West, Bridgetown, Nannup, Busselton, the Caves Bunbury and other delectable burghs. Albany, Perth, Mandurah and the nearby townships had all been visited by Pingelly motorcyclists, but the South-West had not been so honoured, and its reputed beauty spots, its delightful scenery and the general air of mystery that always surrounds the unknown, beckoned, and we made ready. So, on the evening of December 31st, four solo machines and my Harley and sidecar laden with much baggage and the recumbent form of Sims, set out for Williams. The way to this oldtime town, now in the sloth of senility, lay for fourteen miles along the South Wandering Road and then along the old York-Williams Road. The surface was excellent on the whole, save for loose stuff where the new Dwarda railway had crossed and in the twilight good time was made. Lamps were switched on just at the end of the total forty-four miles.

On arrival a roll call disclosed the fact that Duncan was missing; however, beds were secured at an excellent hostelry and later the A.J.S. was heard in the distance and the missing man appeared. After some conversation it was noticed that Duncan's back tyre was flat, so the wheel was taken out and the tin-tack responsible removed. Bed was sought, the bill paid and we retired. New Year's Day saw us up bright and early and we mounted and set off for Kojonup and breakfast, a distance of some sixty miles. The way was long, and bumpy withal, but the rendezvous was reached by 9.30 and a meal of steak fritters, was done full justice to. Duncan was again late, as a spill over some potholes had knocked both him and his machine about. We also inspected the new Memorial Hall just built at Kojonup, which is a beautifully fitted place and is easily the finest hall I have seen outside of the city. Consequently some time was

spent before leaving for the next port of call, which was Boyup Brook. The road lay west of Kojonup and at first was very good; soon, however, as we threaded our way through the forest the surface became broken and loose. After a little distance, due to the fast pace, the sidecar mudguard fell off and was carried in the sidecar.



Kojonup

Deep in the Forest.

The scenery here was quite impressive. especially in the forest which covered most of the way. The road by now had resolved itself into a bush track containing many rough sections, and wound in and out among the trees which bowed their branches over it. Once or twice we stopped, and when the hum of the engines ceased no sound broke the stillness: no wind stirred the tree tops and it seemed as if we were in a world apart; we saw no living creature; the winding road amid the silent trees was like unto the aisle of time—vast, impenetrable, inscrutable. At intervals we would come upon a clearing; perhaps a swamp, maybe a stream, or again occasional patches of cleared land whereon grew oat crops, mellowed with sunshine; and on one hectic occasion we played an involuntary and sulphurous game of "Touch Tiggy" with two hot-headed rams. The woodlands ceased and we came upon an excellent



gravelled road, evidently some Federal Grant work, and turning our wheels to the right, opened out and sailed majestically along its level surface. Seven miles there were of this and then we surged over the crest of a hill and a delightful scene greeted us. A wide valley with a small river at its base lay beneath us; the road ribboned down to a narrow bridge, which with a picturesque farmhouse and orchard, completed a fine and homely view. Over the bridge and a turn to the right and we purred contentedly into Boyup Brook

Left: Boyup Brook

We did not arrive without casualty, however. Duncan, pursued by that evil luck that seemingly attends his motorcycle' excursions, had come to grief some miles back and was lagging behind. When he eventually pulled in, it was seen that his machine was somewhat battered as if through conflict with some hard and unyielding object; he pronounced it practically uncontrollable and gazed, wistfully at the railway station. So, it was decided to leave his motorcycle there, to be entrained back to Pingelly, he

to come into the sidecar, and Sims to bestride the pillion of Curtis. We dined, at Boyup Brook at afternoon tea time and the waitress was unpleasant about it: seemed to think that we had come late on purpose. Consequently, we bowed our heads, eat silently and swiftly and took to our steeds. More forest covered the way when once we were on the road again and the track re-commenced its snake-like progress. Suddenly we rounded a bend and the panorama of the Bridgetown hills burst upon us. Comparable to the grandeur of the Blue-Mountains, it took our breath away for a moment. Blue haze hung over the farthest peaks and the wooded sides and the general air of freshness and beauty was somewhat awe-inspiring. A run of a few miles saw us in Bridgetown, where we stayed only to get oil, for the time was getting on and we were behind schedule. Bridgetown has one feature in common with Kojonup, only not so pronounced, in that it is built on the side of a hill. Kojonup is a wretched place for this, by the way —you never know where you are: you pull up to talk to a man and after a moment or two you suddenly realise that it is a different man you are talking to—your car has silently coasted down the hill.

A Scenic Wonderland.

Through Bridgetown we went, pausing merely to avoid running over a decrepit old gentleman with long whiskers; then we descended a long steep hill and the scenery of the South-West was unveiled to our view. Past the tin-mining hamlet of Greenbushes we sped—for the road was good and the time was short, and so on to the Balingup Road. Ten miles from Bridgetown we turned to our left where a partially concealed road led to Nannup. Here we entered the forest again and the road was narrow and required caution. After a

mile or so we espied water glinting and, further on, the way led along the Blackwood River. Here the scenery was gorgeous and my pen falters at the attempt at description. The road at times was but a shelf on the side of a hill; on our right, sometimes hundreds of feet below, the river lay: on our left, peaks towered to the sky: sharp turns in the track each seemed to release some new picture better than the former. Several times we stopped in amazement and drank in the wondrous glory of it all—the emerald sky canopied over wooded heights that domed to heaven and dropped in precipitous slopes to the silver waters beneath. Trees, ferns, and shrubs but softened the outlines. It was a Garden of Eden, that to traverse on rude and noisy motorcycles seemed sacrilege. And we saw the Serpent—nearly ran over it, in fact—in the shape of a four foot black snake that departed hastily from its sunbath in the road to the cooler and less hazardous depths of the roadside. The road here unfortunately does not encourage prolonged contemplation of its surroundings, for it has an uncanny habit of turning around sharp 30 degree corners and descending abruptly, requiring steady nerves and good brakes, which of course, we all possessed. Moreover portions of it are under construction and the surface is treacherous.

Camps, containing saturnine gentlemen who eyed us morosely and a little suspiciously, were seen at times, and on one occasion a motor car that had evidently been hiding behind a tree, lurking for prey, turned on to the road in front and sprinkled large and copious showers of dust upon us until, a turn in the road enabled it to forge ahead. It was now evening and the setting sun cast a glamour upon the beautiful scenes that seemed to hold us in a spell. A purple mist enswathed the hills and added a mystic touch that enstamped the prospect upon the retina of our senses for all time. We seemed to be travelling into a realm of twilight far from the sordid world and its seething strife—away from the noisy hum and rack of business cares, beyond the clutch of its octopus fingers that would drag us back from these Elysium dales. We were in a Valley of Content where the Hills of Enchantment encompassed us around; and on the face of the water the spirit of the backwoods seemed to brood and beckon to us, sullen yet seductive. We did not go into that realm of twilight. We entered Nannup, a small noisy township devoted to the timber industry, and we found most of the inhabitants, apparently, engaged in drinking beer and singing loud songs in the bar. However, the hotel people were most obliging and fixed us up with beds into which we turned most thankfully after a hard day's riding.



The State's Largest Timber Mill

Next morning I was awakened by a vigorous shout and I arose hastily under the impression that it was at least nine o'clock and that I had evidently slept in. Dressing with unbecoming haste I completed a swift toilet and descended, laden with baggage, to the regions beneath, feeling that my sloth had caused me to miss breakfast. Then I learned the truth it was exactly 5.40. a.m. and all Nannup lay in slumber save those other inhabitants of the hotel who my hasty descent had awakened and who sounded annoyed about it. The cause of it all was our farmer friend, Chandler, who, taking upon himself the post of Herald of the Dawn, despised slothfulness in others. We had much pleasure in relegating him from his self-appointed office and in telling him just what we thought of him, in which we were assisted by a fervent chorus from all the other inmates.. Having had one breakfastless ride on the previous day, we were loath to take another so the energetic Watson suggested a stroll to the Nannup timber mill, reputed the largest in the State. "A three minutes' walk," he said. After half an hour's swift striding, we saw the mill in the distance, and later reached it. In examining the various "shops" of the large rambling structure we found much of interest, the large band saw intriguing Curtis and the fitter's shop interesting the critical Watson. We certainly had an appetite when we returned and we broke our fast beneath the disapproving eye of a Scottish waitress, Then, our bill paid (we never forgot that) we girded our loins and strapped on our baggage. Then arose a profane duet between the sidecar passenger and the rider, for examination disclosed the presence of a three-inch nail right through the back tyre. But it was still hard and we resolved to leave it where it was. That nail, by the way, remained in that tyre all through the subsequent arduous travel and, in piercing the cover, had evidently missed the tube.

Before us lay the unknown—the road to Busselton, reputed to be one of the worst tracks in the State, and including as dessert the renowned Nannup sands. Crossing the Blackwood River, we turned sharply to the left and thence the track wound into a deep forest—

and we were out of the sound and ken of man. The road was more than bumpy, deep ruts, heavy rock out crops, wash outs sand, gravel, tree roots—all were there and the riders and machines withstood severe punishment. Twice the forest broke and we saw pleasant glades and then the trees swallowed us again. We stopped on several occasions at difficult spots, partly, to ease our aching wrists and partly because the leading rider could not resist the temptation of watching the others tortuously negotiating the evil stretch, incidents were plentiful. Watson caught his footboard on a rock and sat down on the road hastily ; the sidecar (nicknamed the "Galloping Bedstead") and the Harley, under the pounding of the terrible road, had begun to lean affectionately in to one another. Chandler's balloon tyres bounced him perilously from the saddle, while Curtis on his big solo Harley swears his life was saved by successions of miracles. It was a gruelling test, for, despite the road, we were proceeding at a fairly fast pace. Once a Ford truck swung round a corner and nearly received the sidecar upon its radiator.

The Whirling Sands of Nannup.

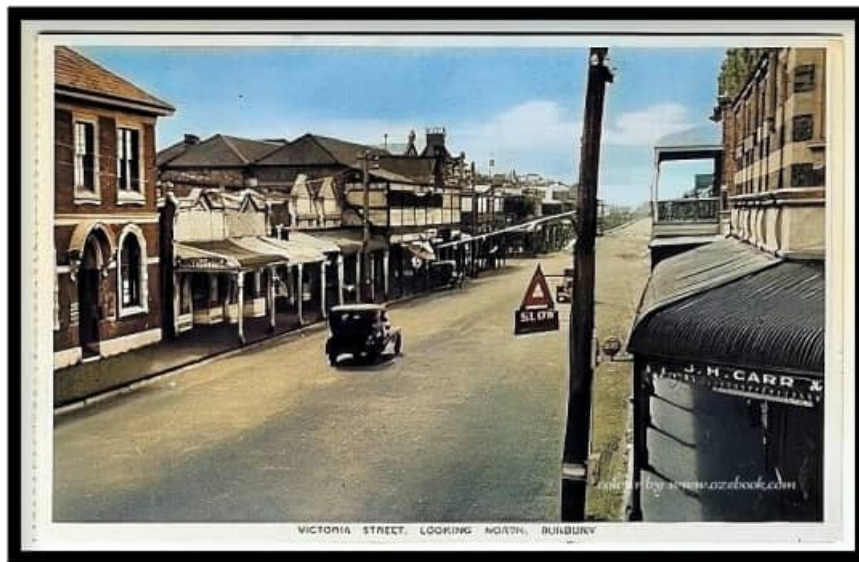
Presently the trees grew less and the road assumed a paler hue—we were approaching the dreaded Nannup Sands! Tales of this treacherous stretch had for months been told us, and we gritted our teeth and spurred our engines through the fast-thickening road. Gradually the sand grew more and a descent to second gear for the sidecar machine was necessary; finally low gear at high engine revolutions was engaged, and, twisting and twining in the pitiless heaped dust, we pulled wildly on to a stretch of hard road literally an oasis in the desert, where in the shade of some trees we halted, to cool our engines. By virtue of its three wheels the side car machine was in the lead and passenger and rider watched with grim amusement the noisy and peripatetic approach of Watson. This rider, with a comparatively low-powered Douglas, put up a sterling performance, and came in at a fast pace. Curtis, however, despite equal skill and much more horse-power, was continuously baulked right in the deepest stretches by a friendly horse who just trotted along indulgently ahead of him; as a result Curtis was unable to maintain a fast enough speed necessary to plow through the sand, and at the same time keep upright. To the watchers this was easily the most amusing incident of the tour. Wrathful and emitting strange noises, Curtis and his pillionist dismounted with speed and attacked the intrusive equine in a most blood-thirsty manner with sticks, stones and evil language. A vast cloud of dust arose and when it cleared Curtis and Sims were once more mounting, smiling sardonically. There was no sign of the horse. Again, the sand was attacked and half-way through the remaining and longer stretch my Harley gave up the ghost and conked itself to an ignominious standstill. It was my fault in not having adjusted the oil feed to give extra lubrication for the severe pulling. Letting the engine cool, we placed bushes in the wheel track in order to give a purchase to the driving wheel: but even so, the sand was too heavy, and the flogging engine could not overcome the initial inertia of the heavy mass of rider, passenger and baggage. There was nothing else for it but to push, and, with all hands underway, five yards resumed progress under its own power. In another mile we were through the sand and six heavy sighs went up.

Thereon the remaining few miles to Busselton lay over a very bumpy course and, of course, we must take the wrong turning and travel three miles along the Bunbury Road before discovering our error. Eventually disgruntled and tired, we steamed into Busselton and disembarked at a hotel for luncheon. On attempting to enter the dinning room we were informed that we must don coats lest we profane the sacred haunt and horrify the other diners. We looked at one another and sighed. This sigh softened the heart of the proprietress and she relented, whereupon we entered in triumph, although I must admit she had a case, for Watson, Curtis, Sims, Duncan and Chandler certainly did look travel stained. Here we dined heartily and a feature that amazed the onlookers and nearly caused mutiny among the staff was extraordinary quantity of food assimilated (eaten is hardly the word) by Duncan. According to our pre-arranged schedule we were due at Busselton at noon which would have enabled us to journey twenty miles to the Caves, have lunch, inspect the curiosities, and then return to Busselton enroute for Bunbury. But we had underestimated our ability to cover the Nannup Busselton Road and it was 1.30 when we arrived and after 2 when we could tear ourselves away from the table. So we solaced ourselves in the Busselton baths and at four o'clock left to cover the thirty five miles to Bunbury. Little did we know what was before us.



After careful deliberation I am inclined to give the palm for roughness to the Busselton-Bunbury Road—yea, even over the Nannup Road. There was certainly more traffic on it but it was simply a cruel mass of frame-twisting, chassis-warping bumps—and where there were no bumps was thick sand. More often than not the sand was heaped over the bumps. It was well after six when we crawled painfully into Bunbury. My arrival created quite a sensation. People halted on the road to gaze at us. Housewives opened their front doors to get a better view. Children cheered. Motorists stopped their cars in order to peer after us. I had never felt so flattered before. Even the sidecar passenger became susceptible to it and together we bowed right and left. There was obviously something rather taking in our appearance. So, we elevated our chins and threw just a little dash of hauteur into our expressions and sailed majestically on. It was not until a grimy urchin, more daring than others of his tribe, had run across the road and had yelled "Look at your wheel!" that we began to suspect that the general attention was anything but admiration. So, we hurriedly pulled up at a tavern in the town, jumped off and gazed at the sidecar—and nearly collapsed. The sidecar wheel and the motorcycle were at an exact angle of forty five degrees to one another!

It was the day after race day in Bunbury and most of the city folk had not departed; hence accommodation was scarce. I daresay we all looked a sorry enough crowd of ragamuffins, too, for the roads we had passed over that day had not conduced to general tidiness. At several hotels we received scant



welcome and we were fain to contemplate (a) the beach (b) some friendly tree, or (c) the roadside, when I espied one of Bunbury's most select and exclusive hotels. We tried this and to our relief were informed that we could have verandah beds provided we did not mind using a bathroom to dress in. After an hour or two of arduous bed-hunting we would have willingly undressed on the roof so long as we could have got beds, and the offer was gladly accepted. So, after a wash and tea, we divided and each repaired to his individual occupations.

The Sad Sea Waves.

A long line of piratical ancestors had implanted in my bosom a yearning for the sea, and lifting my nose, like a war horse scenting the battlefield, sniffed the salty air blowing athwart the mole. Glimmering lights were sparkling

along the jetty, and a constitutional thereon prior to bed inveigled me. Later I stumbled on Watson who was likewise disposed, and together we strolled along the timbered way that led to the end of the pier. A stiff breeze was spanking the swell into white capped waves and salt spray smote us from windward. Electric lights stationed at intervals threw a faint glow over the side and on to the sombre sea that restlessly heaved and sobbed. There were two boats, 12,000 tonners each, I should say— moored alongside the far end and their high fo'cstles, impervious to the ocean that washed them, seemed to beckon to us; and the ghost of that old sea buccaneer back in my lineal descent whispered in my ear—"To sea, boy! away from the noise, the bustle and the dust of inland towns! Toss with me in some storm-pitched barque, list to the howling of the wind through the rigging and breast the spuming spray that whips across the bows! Climb aboard, fill your lungs with good sea air, and away to the lands beyond the sunset . . . I gazed at the big ship. Already I could see myself pacing the quarter deck: my glass under my arm and jolly tars bare-footed pulling on the mainsail. "To sea, lad," whispered my ancestral shade, "clamber up that rope and stow away. 'Tis the life for you—a devil-may-care, gay sea dog! Up and dance a measure, to the bosun's pipe! Away to the Isles of mystery, for buried treasure and wild adventure! D'y'e hear that chant faint on the breeze? 'Tis mermaids singing on the reef and . . . " "I'd like some coffee," said Watson. I sighed and turned away.

Watson has no soul, no yearning for the unattainable. I have never seen such a man for coffee. I am convinced that when I get to Heaven and I meet Watson there (a remote possibility), he will immediately say "I know a place just round the corner where you can get some bonzer coffee." So we retraced our footsteps, drank some pints of coffee at some hospitable cafe and repaired to our bathroom dressing room. There we found the door locked. Our cautious fellow-travellers had the key. We had not been the only ones, either, who had wanted to get in. It appears that the hotel staff were in the habit of using this particular bathroom as a means of erasing the marks of the day's toil, and, thus denied their customary ablutions, were compelled to retire to their beds in a sticky and discontented condition. Next morning they spoke words about: biting, acid words. However, after a while we got the key and turned into bed. But not to sleep. Bunbury is the noisy motorcycle's paradise. Every minute or so a motorcycle, with wide open throttle and unmuffled exhausts, emitted a crackle like unto machine guns. . . . Noisy things, motorcycles . . . Thank Heaven we don't do that in Pingelly.

Up bright and early and all admiring our shoes which the bootboy had polished like burnished bronze. Then, after breakfast, we took a run down to the back beach, where we spent a happy hour plunging through the breakers.

Lost in the Wilderness.

After adjusting the relative positions of the bike and sidecar, we left Bunbury soon after ten o'clock and took the Perth Road for Pinjarra. This route was a repetition of the Busselton Road and vied with that unspeakable stretch for bumpiness. Curtis, who said he knew the way, was leading. Cursing volubly (even the sidecar passenger joining in the chorus) we picked a painful course around and over pot holes, past the limit of Bunbury's suburbia, over a bridge, around a bend or two and so on to the Collie River bridge. Curtis was leading. Slackening to admire the scene, we left the water again and plunged among desultory trees that, sentinel like, lined the road until we found ourselves running alongside the estuary. Along this we travelled amid the potholes, until it seemed to me that we had been traversing the estuary for longer than I had remembered the way required. Still, Curtis, who had said he knew the way, was leading. Then we turned to our right and the way was better; the potholes were fewer and the road was covered with fine, bowing trees. After a few more miles we suddenly came upon sand—not the thick white sand of Nannup, but ugly, grey-looking matter through which the road wound in and out in fantastic curves and bends. Down into low gear we went and the engine at about 3,000 revolutions per minute sounded like some soaring aeroplane. Finally, after much labour and with nearly redhot cylinders we emerged from four miles of the toughest sand that I have ever seen and lo! a gate barred our progress! Then I realised that this was not the road but some other—a vile, twisty, sandy track that lead to goodness knew where! We were lost! Had I mentioned that Curtis was leading? Curtis—Geordie Curtis—who knew the way? Well, he was. Before us the gate barred our progress: beyond, the sand stretched— vast, limitless, till it lost itself in a maze of trees far ahead. To go on through it to some unknown destination was hazardous. To turn back through the terrible track that we had recently come over seemed futile. We sat and pondered. Finally, we decided that the safest course would be to retrace our path and return, keeping a watchful eye upon all turns that might be the right one. So we shudderingly turned around and all hands pushing again, the sidecar machine with buzzing gears and labouring engine,

led off. Experience had taught me that the only way in which to get through the sand was to do 30 miles per hour in low gear. How we got over the ground without climbing any of the trees that abutted at each bend was a mystery. But, breathless though panting, we did it and fifteen miles further on, we espied the Perth turn-off, which we took with cheers.

We stayed at Brunswick Junction only for some much-needed liquid refreshment, as we found that we could get nothing to eat there. Off we went again and in a mile or so came upon a Ford car on its side in a ditch. The usual crowd was there and we all assisted to put it the right way up. thereby saving the owners this part at least of the cost of salvage. The occupants, we learned, were in a neighboring house, being treated for shock and bruises. Poor things, they were evidently on their way for a holiday, judging by the baggage and effects that were all tipped on to the road. We gazed at one another in mute and self-congratulatory satisfaction, till our gaze rested upon the sidecar . . . Here, fortunately, the road was good and continued so for some miles and we made good time. We pulled up at a wayside inn and asked for eats and they said we could have sandwiches if we liked. We murmured "Too right." It was now three o'clock and we had not eaten since our early breakfast. It was either a case of eating the sandwiches or drawing lots. By and by the lady of the house came out with some sandwiches on a plate. Did she say: "Poor hungry boys, here's some nice sandwiches for you' ? No, she did not. She said severely "Five bob." And five bob it was.

Then on again! But the road was fast breaking up, for we were now upon Waroona and the notorious Coolup stretch. We stopped at Waroona to get the sidecar once more trued up. Dear readers, you have patiently followed me through this literally rambling narrative and I will spare you our experiences on the Coolup "speedway." which I will merely dismiss with the remark that the Main Roads Board has now the matter in hand and that a large gang of men is engaged in making a new road out of what is one of the worst tracks in the State. Let us, therefore leave the Main Roads Board to do its work and pass on to Pinjarra, which old-world town we reached at six o'clock. Pingelly now lay a hundred miles to the east and the road through the hills was reputed bad.

A Timetable All Astray.



We had intended, of course, to go right through, but after the trying day were too weary and all were unanimous in staying for the night—all save Duncan in the sidecar, who woke up here and said in surprise "Aren't you going right on?" I gently but firmly informed him that to go in my present fatigued state would mean that I should drop from the bike exhausted in a mile or two, with resultant death or wide, gaping wounds for him.

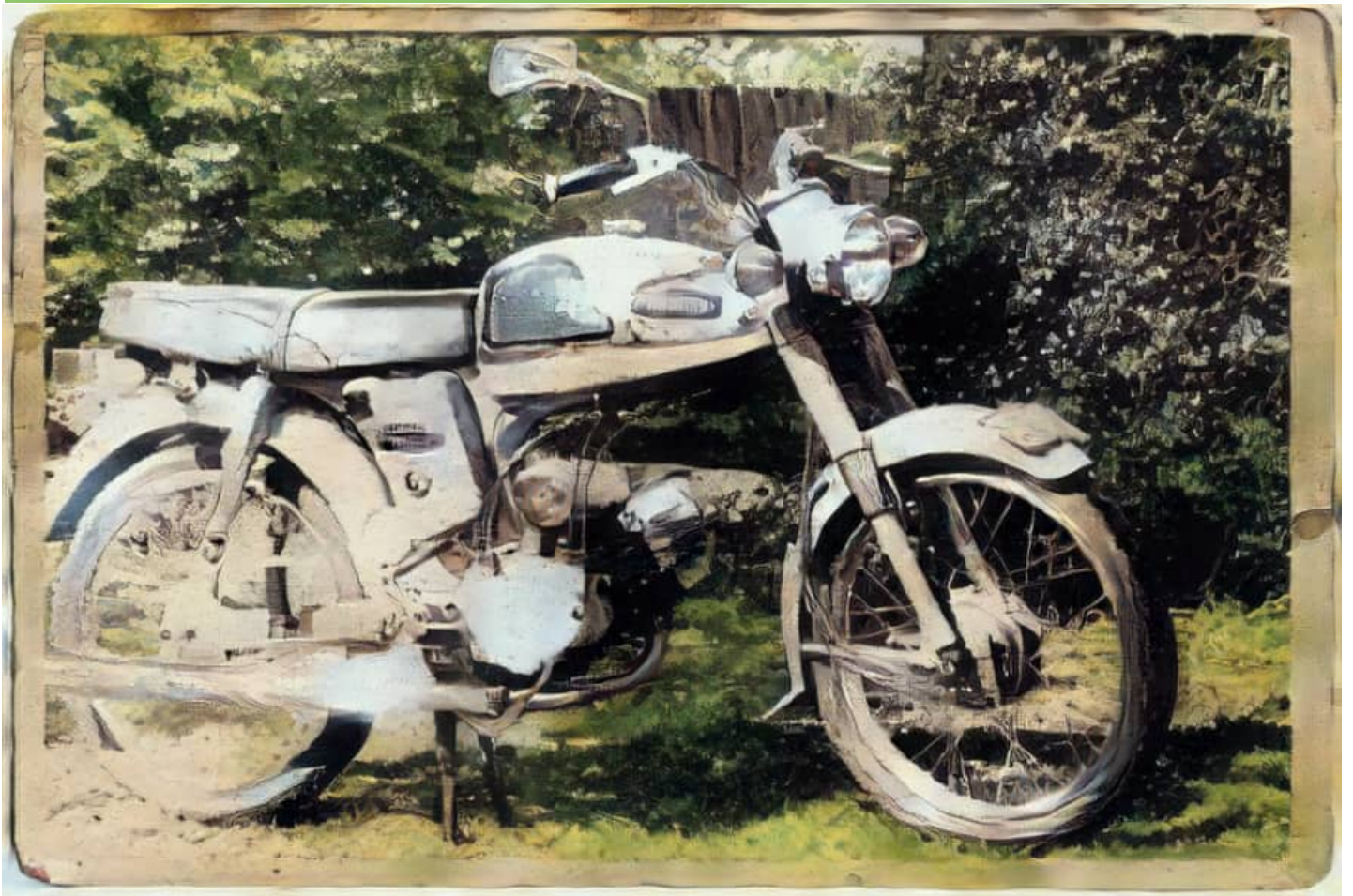
A pleasant river divides the heart of Pinjarra, crossed by a crazy bridge, which is now undergoing much-needed repair. There is also a decent swimming pool, into which Watson

and the other amphibians plunged; as a result they were very late for tea, incurring thereby the stern displeasure of the waitress and the reproof (fortissimo, . . . of the landlady). After tea, there seemed little to do. Watson, discovering broken spokes in his back wheel, probed the local garage for spares, but the only help he got from this fertile source was the suggestion that he had better put the bike on the train. Wrathful but undeterred, he returned and replaced the missing spokes with ones from the front wheel.

We hit the pillows early that night, after putting through a telephone message to Pingelly to ease the fears of the loved ones there, and all agreed that the day had been the worst yet. In the morning we arose and journeyed on. From Pinjarra we take the Marradong Road and for about ten miles the surface is quite good; then the way mounts in sudden rises into the timber hills and we twirl along the side of the Dwarda railway. (In a previous trip we once timed the rate of progress of a train: It took ten minutes to do two miles).

The road through the hills is broken, rocky and loose, but when the way permits examination of scenery some fine views are to be seen. Dwellingup, fifteen miles away, is the first port of call. Here we sampled some delicious ice cream. From Dwellingup the track loses itself in the gravelly hills. Rock outcrops are the most unpleasant features and it is impossible to successfully dodge these if a reasonable running time is to be maintained. Eventually the forest ends and we sail along a good road and down a tremendous hill into Marradong and six miles, further, Boddington. It was just noon when we reached the latter place and we lined up at the pub for dinner, which was heartily enjoyed. It speaks well for the Boddington Hotel when we can say that the dinner we had there was one of the best meals received on the whole trip.

Good road lay all the remainder of the way home, and at three o'clock -looking a thorough ruin, the panting "Bedstead" drew up and the weary engine beats died away with a satisfied chuckle. We were at once surrounded by what seemed to be the entire population of Pingelly, who, alarmed by the unexpected arrival of Duncan's bike by train earlier in the day, with its twisted forks and general air of dishevelment, had wondered what had happened to us. But we were safe and sound—a little the worse for wear, perhaps- but happy. That's all there is to say. It was a grand trip, for although the roads were unbelievably rough, yet we considered the wonderful scenery and the good time quite compensated us for the eternal shaking.



My first motorcycle was a 100cc Yamaha, I had just turned 18 and it cost me \$200 secondhand, a huge investment when I took home \$40 a fortnight and handed over half as board. I thought the Yamaha was a beast. I had been so perturbed by my Mother's driving when I was a kid that I was more satisfied with buying a motorcycle than considering a car. I figured I was only putting myself at risk rather than other people. Well at least that is how my angst ridden teen brain thought. This was reinforced when I saw a mate of mine pull into a service station to grab some fuel and he drove his Ford Anglia straight into the wall of the garage. Such was the standard of driving in those days. Another was barreling along the road to the Poongorups and ran his Vauxhall Velox off the road into a tree!

A workmate gave me rudimentary lessons whilst I perfected my riding by darting about the much smaller Metropolitan area in 1970. The first time it rained I learnt that not wearing a helmet, gloves or goggles hurt at speed. Also just wearing a jumper was not the greatest wet weather protection.

In those days it was common for a large crowd to gather at the Perth Town Hall clock tower at Hay and Barrack Sts to see in the New year. So that is what I did on a damp New year's Eve. I then first discovered my limits by falling off a bit later after midnight on a wet road, turning from St Georges Tce into King St, and losing the back wheel on a metal manhole cover. It hurt hitting the road and sliding across the bitumen didn't impress any of the spectators. Still it was only a 100cc bike so no great damage done to the machine. More so my pride, knees and elbows suffered. Time to get a license so off I tramped to get legal. Somehow I passed the test at the Old Girl's School in Wellington St. Having been riding on the roads for months I guess I had learnt something, if not good sense!

I took off for Katanning one weekend soon after I got my license, I was going to see an old couple who had a large collection of old newspapers from the Boer War, death of Queen Victoria, WW1 and WW2 etc. They wanted to pass them on to someone who would preserve them, (*which I did, I only donated them to a Museum in Perth this year*). To me, Katanning was a million miles away, this was my first independent travel out of the City. I got up at some absurd hour, it was only 5am when I went through Kenwick.



I had no riding gear at all, just a jumper for the cold. It was 200 miles to Katanning. That is 400 miles in a day return. A long way for a first country ride and especially on a 100c machine. Anyway I got there OK but almost lost the bike down an embankment between Arthur River and Wagin. I pulled over for a break, put my left foot down to lean the bike on to the sidestand and I only felt air. Somehow I regained my balance and did not go rolling down the embankment with the bike.



I discovered touring when a bunch of mates decided to go away to Busselton for a long weekend as New Year's Day approached at the end of 1970. My mates all piled into a friend's Morris 1100 for the journey. Now my disdain for cars was still strong and I had experienced my friend's erratic driving for most of the year before I got the Yamaha, thus I was reluctant to travel by car. So, I rode the trusty Yamaha.

We travelled down to Busselton, which was a lovely little town then, shaded by peppermint trees, and for a highlight went to dance at the local showgrounds. A sad bunch we were lining the walls and lusting after the Busso girls. Couldn't dance for nuts and too shy to talk to them. I knew a Capel girl so we went out to see her at her folk's farm. She wasn't home. Away working at the Dunsborough store we were told. So my friend took me to Dunsborough in his car. Dunsborough was just a collection of shacks in the bush then. He dropped me off whilst they went on to Yallingup; but, she wasn't there either. So romance forestalled I went back to the Busselton Road to hitch-hike back. Not one car stopped for me. I trudged on wearily and then my friends coming back from Yallingup pulled up and gave me a lift. I never tried hitch-hiking again. I never saw the Capel girl again until 20 years later when she got a job in the same place where I worked. Neither of us recognised each other for a couple of years until I mentioned a common acquaintance and to our great embarrassment we realised we had met two decades earlier.

We all decided to go to Capes Naturalist and Leeuwin so off the gang in the car trundled and I rode the Yammie. Caves Road was dirt then and heavily corrugated. I bashed down it on the Yamaha and the car ate my dirt. After clambering around the water wheel etc we headed back up to Busselton. I decided to test the Yammie's performance potential and after seeing the needle crawl into the 70s figured that there was not much more I could wring out of it.

Soon after that brilliant speed test, unsurprisingly, things started to go wrong. The clutch nipple broke on the way home from work one day soon after, leaving me somewhat distraught at home at my lack of mobility. My motorcycle mad work colleague, who was more mechanically capable, came over, re-soldered the nipple and got me mobile again. Andrew was a keen scrambles rider and ended up riding Speedway at Claremont and eventually riding League in the UK.

I was keen on more performance so early 1971, I sought out a Kawasaki 250 Samurai at Cowies in Canning Highway. The Samurai was out of stock and my feeble 18 year old self was easily convinced by the able salesman, Kevin Cowie, that I really wanted the newly released F7 175cc trail bike. Within days I was riding on Scarborough Beach Road when the Yamaha started to sound like steam engine and ran rough. The engine had shat itself. I rang Cowies and told them and suggested they might not want to trade it in now. They eagerly agreed to honour the trade in and closed the deal on the rather expensive trail bike I had "chosen." I cannot recall the trade-in valuation now, but I guess it was a pittance. The trailee cost close to \$800 bucks and the Commonwealth Bank wouldn't lend me the money. One look at my pimply self would have told them that I was not a good risk on a motorcycle. My work credit society came to my rescue and thus the Yamaha was retired and I moved on to my adventures destroying a Kawasaki F7.

But, the Kawasaki travails/travels are another story.....

For Sale



Left: ex Dave Ward bike for sale. Norton 500 dominator \$8000. Bike was running up to about 3 years ago. The Norton comes with a spare rebuilt engine. Contact Jeff Ward on 0409620379

Below: Cafe racer, Honda CX500 -VIN 14449 – very good condition, starts well, good tyres, new battery- Full Licence. \$4,800 ono. Phone: Terry at Bike Bunker Busselton: 0419 554 735



Left: 1960 Super Rocket has been refurbished and the engine recently balanced, re-bored and rebuilt using new big end and main bearings, SRM oil pump, new clutch plates, refurbished magneto. Only just run-in. It runs well, and looks great. Failing fitness has forced this reluctant sale. Currently on club registration but will return to DOT rego if buyer wishes. Asking \$16,000 ono. and have no urgency to sell. Can be contacted on Mobile: 0407775953 or email at: larkies6@bigpond.com. My address is in Dawesville and can make the bike available for viewing upon request. Ken Clark

Services

SMALL ENGINEERING JOBS: turning, milling, repairs, odd remanufactures etc. For helpful and friendly service please contact Eric Gibbons, phone 9496 1508, or Steve Shelton 0472 730 333

ASSORTED ENGINEERING SERVICES. Reboring & resleeving, turning, milling, welding, and repairs or remanufacture of faulty part. Located N of the river. Don Price 9304 3807 or mob 0478632159

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Club Regalia

VMCCWA REGALIA CURRENT PRICE LIST : - Regalia Officer - Andrew Hobday - 0411 358 428 (leave message) - We can walk and talk like a club, but let's look like a club, Please help Andrew out, he has a lot of stock on hand.

Hi- Viz Vest	\$20	Machine Badge	\$20	Cloth Badge	\$10
Polo Shirt	\$25	Stubbie Holders	\$5	Machine Badge	\$20
Cap	\$10	Floppy Hat	\$13	Lapel Pin	\$10 or (2 for \$15)
Beanie	\$12	Sticker/Decal	\$2 or (3 for \$5)		



My doctor told me that jogging can add years to my life. He's right, I feel 10 years older already.

If fireworks go past their sell by date, do they go off?

I took a urine test at the hospital yesterday. This kleptomania is getting out of hand.

Save a fortune on personalised number plates. Simply change your name by deed poll. I changed my name to UHC-7582.

"Remember, never go near a firework that's been lit and hasn't gone off; it could still explode." I've still got a Catherine Wheel nailed to the shed door from 1985, I can't get my lawnmower out.

The sign on the door said, "Press." So I did. The room was full of journalists.

I have my own private jet, The rest of the Jacuzzi belongs to my wife.

I thought colonic irrigation was new until my Grandmother told me she was evacuated during the war.

Is writing something offensive, on someone's plaster cast, adding insult to injury?.

I need to refurbish my snooker cue. but not sure what to do, anyone got any tips?

Tequilla probably won't fix any of your problems, but it's worth a shot.

Took me all day, but I finally finished making a pallet out of an old coffee table.

"Connect the dots." Is fun as long as you know where to draw the line.

I had a relative that gave all his money to sick animals. The trouble was, he didn't know they were sick when he bet on them.

I'll never forget my Grandad's last words.... "Are you sure you're holding this ladder properly?"

I'm Sad to report that I've failed to make it as a pole vaulter in the 2024 Olympics In Paris...I'll get over it eventually.



Below left: Daily News April 1927

Below right: early Go Pro

BURGLAR ALARM BRINGS CYCLIST TROUBLE

A NOVEL EXPLANATION

When Percy Swain was presented before Mr. J. E. Geary, Acting R.M., at Fremantle to-day to answer two charges under the Traffic Act, a novel plea in mitigation was submitted by his counsel, Mr. W. E. Slattery.

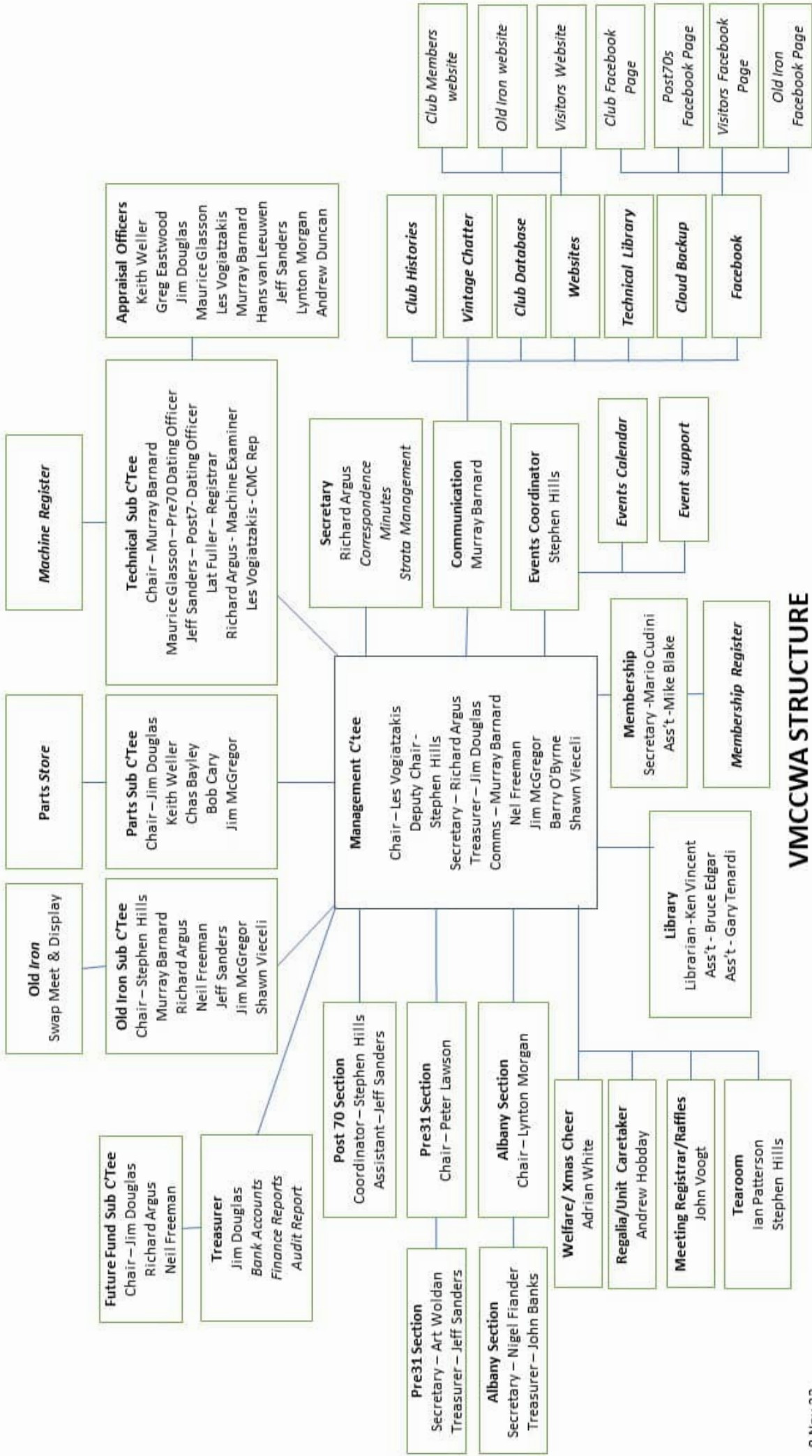
Constable Dimond said that on April 5, at 12.50 p.m., defendant drove his motorcycle along Victoria-avenue, North Fremantle, at an estimated speed of 35 miles per hour. There were three schools in the vicinity. Defendant also failed to sound his horn when approaching the intersection of Jackson-street and Victoria-avenue.

Rushed to Mother's Aid.

Mr. Slattery said that a few minutes prior to the offence, defendant had received a telephone message from his mother that burglars had entered their home and locked her outside. Swain hurriedly remounted his cycle to rush to his mother's aid. He estimated his speed when passing Jackson-street at 23 miles per hour. On arrival at his home he found that his money had been stolen. The burglary was reported to the Cottesloe police.

Defendant was fined £2 10s for speeding, and 10s for failing to sound his horn.





VMCCWA STRUCTURE

(the tangled web we weave)

8 Nov 23

It takes a lot of work, co-ordination, co-operation and planning to run a Club the size of the VMCCWA. This chart captures the main elements of the Club and the people doing the work. A hell of a lot more goes on behind the scenes but can't be displayed in one picture